



Redcar & Cleveland

Report of Consultation on the Draft Local Plan

June 2014



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Appendix 1: Individual Comments & Council Responses

Appendix 2: Changes to Local Plan following consultation

I Introduction

- I.1 The Redcar & Cleveland Local Plan is being prepared as a single document to set out the Council's vision, objectives, spatial strategy and policies for the development of the plan area up to 2030. Once adopted, the Local Plan will become the Council's statutory development plan for the borough and will be used to guide development proposals and in the consideration of planning applications.
- I.2 This Report of Consultation has been prepared to set out full details of how consultation was carried out on the Draft Local Plan. It summarises the issues raised and the Council's response to them.
- I.3 Full details of each individual response has been included in Appendix 1 and a full schedule of changes made to the document as a result of the consultation, or any additional work, has been included in Appendix 2.

Overview and Background to the Redcar & Cleveland Local Plan

- I.4 Following the consultation on the Local Plan Scoping Report in November 2012, the Council commenced work on the Draft Local Plan. To help underpin the strategy and policies within the Draft Local Plan, the Council has gathered a detailed and robust evidence base, which includes the following :
- Affordable Housing Offsite Contributions Study
 - Strategic Housing Land Availability Assessment (SHLAA)
 - Housing Background Evidence Report
 - Tees Valley Strategic Housing Market Assessment Update
 - Tees Valley Strategic Flood Risk Assessment
 - Tees Valley Gypsy and Traveller Accommodation Needs Assessment
 - Strategic Retail, Leisure and Office Study Update
 - Tees Valley Hotel Futures Report
 - Tees Valley Rural Accommodation Futures Report
 - Redcar & Cleveland Leisure Needs Assessment
 - Redcar & Cleveland Playing Pitch Strategy
 - Redcar & Cleveland Employment Land Review Update
 - Whole Plan Viability Testing - Redcar & Cleveland Local Plan
 - Draft Local Plan Infrastructure Delivery Plan
- I.5 The Draft Local Plan was agreed by the Cabinet in September 2013, and was subject to a six week consultation between 21 October and 2 December 2013. The purpose of the Draft Local Plan was to set out the Council's preferred policy approach for the Local Plan and to give stakeholders and the general public the opportunity to comment on the document and whether there are other factors the Council should consider.

Consultation Methods

- I.6 Several communication methods were used in consulting on the Draft Local Plan, as follows:

Publication of the Draft Local Plan and Comments Form

- 1.7** Copies of the Draft Local Plan and comment forms were made available to view in all libraries in the Borough and at Redcar & Cleveland House, Kirkleatham Street, Redcar.

Website

- 1.8** The Draft Local Plan and background evidence reports were made available on the Council's website through the online consultation portal. Comments on the Draft Local Plan could also be through the online consultation portal.

Letters and Emails

- 1.9** Over 1,500 letters and emails were sent out to the statutory consultees, individuals and organisations on the Councils Local Plan consultee database inviting them to comment on the Draft Local Plan.

Council Magazine

- 1.10** An article was published in the winter 2013 edition of the Council's residents magazine 'this is Redcar & Cleveland', providing details of the consultation, where the copies of the document could be made and how comments could be made on the draft plan.
- 1.11** Copies of the Council magazine were sent to every postal address in the borough during the consultation period.

Consultation Drop-in Sessions

- 1.12** During the consultation period there was a total of eight drop in events, where members of the public were invited to attend and speak to Council Officers. Drop in events were held at a variety of locations throughout the Borough, as detailed in Table I.

Press Releases

- 1.13** In advance of the consultation starting on the Draft Local Plan, a press release was included within the Evening Gazette, inviting people to engage in the preparation of the Local Plan. The article provided details of the consultation dates and where the document could be viewed.

Publicity

- 1.14** In response to the consultation, articles were published by the Darlington and Stockton Times, the Northern Echo and the Evening Gazette. The majority of the articles published were with reference to preferred housing allocation sites and the support for the inclusion of a traditional pier in Redcar.
- 1.15** Publicity material was placed in all Redcar and Cleveland libraries before the start of the consultation period.

Programme of Consultation Events

- I.16** The following meetings and drop in sessions were attended by Council Officers, where they either presented the Draft Local Plan document or the relevant key issues for that area and invited comments and discussion:

Table I Programme of consultation events for Draft Local Plan

Drop in Consultation session: Skelton Civic Centre	21 st October 2013
Drop in Consultation session : Tuned In! Redcar	23 rd October 2013
Drop in Consultation session: Nunthorpe Youth and Community Centre	28 th October 2013
Drop in Consultation session: Loftus Town Hall	4 th November 2013
Drop in Consultation session: Saltburn Community and Arts Centre	5 th November 2013
Saltburn Neighbourhood Action Partnership	6 th November 2013
Drop in Consultation session: Marske Leisure Centre	8 th November 2013
Drop in Consultation session: Eston City Learning Centre	19 th November 2013
Drop in Consultation session: Sunnyfield House, Guisborough	21 st November 2013

- I.17** Where possible, drop-in sessions were arranged to take place immediately before a town or parish council meeting, providing the opportunity for anyone due to attend the town or parish council meetings to also visit our drop-in events.

2 Summary of Comments Received

Responses Received

2.1 During the consultation we received responses from 957 individuals/groups. Whilst all of the responses received were logged as individuals, a large proportion of these were submitted as a signature to a standard proforma, which had been prepared to object to a particular aspect of the Draft Local Plan on the same grounds/issues. In particular, proformas were used to object to the following:

- Policy H3.1 Marske Inn Farm Strategic Site;
- Housing on Greenfield sites in Nunthorpe/Ormesby;
- Housing on Greenfield sites in Redcar; and
- Seeking the inclusion of a "traditional pier" for Redcar in the plan.

2.2 The responses from individuals and groups raised a total of 1836 individual comments. These comments have been summarised and organised in accordance with the Local Plan structure. The number of comments received on each section and policy are set out below:

Table 2 Number of comments received by section/policy

Chapter / Policy or Page Number	Section / Policy Title	Number of Comments
	Draft Local Plan	27
Chapter 1	Introduction	39
Chapter 2	Sustainability and Design	2
Policy SD1	Sustainable Development	8
Policy SD2	Locational Policy	33
Policy SD3	Development Limits	15
Policy SD4	General Development Principles	27
Policy SD5	Developer Contributions	13
Policy SD6	Renewable Energy	14
Chapter 3	Local Spatial Strategies	1
Policy LS1	Greater Eston Spatial Strategy	9
Policy LS2	Redcar Area Spatial Strategy	139
Policy LS3	Rural Communities Spatial Strategy	14
Policy LS4	South Tees Spatial Strategy	7

Policy REG1	Coatham	8
Policy REG2	Kirkleatham	8
Policy REG3	Skelton	6
Policy ED1	Protecting and Enhancing the Borough's Centres	21
Policy ED2	Cleveland Retail Park	2
Policy ED3	Hot Food Takeaways	6
Policy ED4	Retail Development on Industrial Estates and Business Parks	2
Policy ED5	Advertisements	3
Policy ED6	Protecting Employment Areas	13
Policy ED7	New Employment Allocations	3
Policy ED8	Rural Economy	3
Policy ED9	Leisure and Tourism Development	14
Policy ED10	Caravan Sites and Tourist Accommodation	4
Policy ED11	New Hotel and Guest House Accommodation	6
Policy ED12	Equestrian Development	3
Policy H1	Housing Requirement and Delivery Phasing	39
Policy H2	Type and Mix of Housing	12
Policy H3	Housing Allocations	44
Policy H3.1	Marske Inn Farm Strategic Site	614
Policy H3.2	Low Grange Strategic Site	5
Policy H3.3	Swan's Corner, Nunthorpe	118
Policy H3.4	Gypsy Lane, Nunthorpe	94
Policy H3.5	Morton Carr Lane, Nunthorpe	60
Policy H3.6	Longbank Farm, Ormesby	138
Policy H3.7	Spencerbeck Farm, Ormesby	4
Policy H3.8	Normanby Hall	7

Policy H3.9	Former Redcar & Cleveland Town Hall and surplus adjacent land	1
Policy H3.10	Former Redcar Adult Education Centre	2
Policy H3.11	St. Hilda's Church, Redcar	13
Policy H3.12	Bylands Close, Redcar	1
Page H3.13	Connexions Campus (South), Redcar	11
Policy H3.14	Land adjacent Rye Hills School, Redcar	12
Page H3.15	Land adjacent Newcomen School, Redcar	4
Policy H3.16	Land adjacent Errington School, Marske	4
Policy H3.17	Wilton Lane, Guisborough	2
Policy H3.18	Former Jackson's Field Allotments, Guisborough	2
Policy H3.19	Middlesbrough Road, Guisborough	3
Policy H3.20	Former Chaloner Primary School, Guisborough	2
Chapter H3.21	Former Luke Senior House, Guisborough	2
Policy H3.22	Enfield Chase, Guisborough	2
Policy H3.23	West of Pine Hills, Guisborough	7
Policy H3.24	Galley Hill Farm, Guisborough	3
Policy H3.25	Whitby Avenue Field, Guisborough	6
Policy H3.26	Church Hill, Skelton	1
Policy H3.27	Home Farm, Skelton	3
Policy H3.28	Stanghow Road, Skelton	1
Policy H3.29	Former Saltburn Junior School	4
Policy H3.30	Kilton Lane, Brotton	6
Policy H3.31	Former Rosecroft School, Loftus	2
Policy H3.32	Hummersea Hills (Phase II), Loftus	3
Policy H3.33	Cragg Hall Farm, Carlin How	3
Policy H4	Affordable Housing	15

Policy H5	Sub-division and conversion of buildings to residential uses	3
Policy H6	Houses in Multiple Occupation	2
Policy H7	Gypsy, Traveller and Travelling Showpeople Accommodation	3
Chapter 7	Natural Environment	2
Policy N1	Landscape	23
Policy N2	Green Infrastructure	25
Policy N3	Provision of Open Space, Leisure and Community Facilities	9
Policy N4	Biodiversity and Geological Conservation	18
Chapter 8	Historic Environment	1
Policy HE1	Conservation Areas	6
Policy HE2	Heritage Assets	7
Policy HE3	Archaeological Sites and Monuments	6
Policy TA1	Demand Management Measures	8
Policy TA2	Travel Plans	4
Policy TA3	Improving Accessibility within and beyond the Borough	9
Policy TA4	Sustainable Transport Networks	4
Appendix 3	Proposed Standards for Open Space and Leisure	1
Appendix 4	Proposed Site Allocations	2
TOTAL		1833

Key Issues

2.3 The consultation responses highlighted a number of key issues. These have been summarised as follows:

- Objections to the inclusion of specific housing sites, in particular the Strategic site at Marske Inn Farm. Common grounds of concern on all housing sites included, flooding, traffic impacts and the loss of greenfield land. Objections were also made regarding the Council's decision not to include certain sites as allocations.

- Concerns over flooding in general and the wish to see a policy included in the plan do address flooding concerns.
- The proposed housing target (either too high or too low).
- Wishing to see proposals for a "traditional" pier for Redcar included in the plan.

2.4 A more detailed summary of the issues is set out below. Full details of each comment received and the Council's response to it them are set out in Appendix 1. Full details of the changes made to the Local Plan following the consultation are set out in Appendix 2.

Summary of Issues Raised

General comments on Draft Local Plan (inc. SA/HRA)

2.5 There were 27 comments received relating to the document as a whole, or to the accompanying Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA).

- General support for the document and strategy from neighbouring authorities. However, North York Moors National Park Authority would like it to be made more clear that parts of the national park are within the borough boundary.
- Several objections that the plan does not promote jobs and the strategy is based entirely on building more housing. New jobs should be created before more housing is built.
- Natural England express some concerns over the 5km buffer for the Teesmouth and Cleveland Coast SPA used in the SA. Offers some support to the SA and recommends how it could be improved in other areas.
- The RSPB express concerns over the HRA and potential impacts of the plan on the Teesmouth and Cleveland Coast SPA.
- The plan has too much emphasis on Redcar to the detriment of other areas.
- Would like to see land at Cleveland Gate Business Park included as a regeneration mixed use site for residential and retail uses.
- Feel that that plan does not represent the views of the public and should be written more clearly, with less reference to 'aspirations' and 'issues'.
- Mobile Operators Association would like a specific telecommunications policy to be included.
- HSE recommend that major hazard installations and MAHPs are shown on the Policies Map. Guidance should also be included on compatible uses.
- Photographs should include captions.
- Durham Tees Valley Airport would like the aerodrome safeguarding area to be shown on the Policies Map and a specific policy included on aerodrome safeguarding.
- Not clear why the potash mine is not included in the plan area if its in the borough.
- English Heritage advise that the significance of heritage assets should be considered when allocating sites. Not considering this up front could make sites unjustified, undeliverable and unsustainable.
- Query asking what is happening to the land at Hob Hill.

- There needs to be a more joined up approach to care services.
- North Yorkshire County Council would like consideration to be given to the impact of development on their road network.

Chapter I Introduction

2.6 We received 39 comments relating to this section.

- A number of comments expressed support of the proposed vision and approach, and key outcomes and priorities including Northumbrian Water Ltd. and Natural England.
- Tees Valley Unlimited/Local Enterprise Partnership supported the alignment with the ambitions of the Masterplan and welcomed the reference to TVU and LEP. Suggest that the Local Plan make reference to the Strategic Economic Plan and European Structural and Investment Funds Strategy.
- English Heritage welcome the Vision and Approach for Redcar and Cleveland. The statements and commitments amount to recognition that the historic environment and its heritage assets are a strategic priority for the Council. However, a number of amendments are suggested to strengthen the role within the plan.
- The document is long, wordy, technical and deliberately complicated and convoluted.
- How can statements on managing development so that it is accessible be accurate as public transport cannot meet existing needs.
- Statements on flood risk are contradicted by proposals in the Local Plan.
- Housing plans are at odds with population figures and need.
- Objections to housing at Guisborough and Marske.
- To reduce out migration we need an area people want to live in and jobs for them to do so.
- Tables 3 and 4 are difficult to understand.
- Greater clarity is requested as to the plan period, it is important that it covers a 15 year period.
- The interrelationship between economic growth objectives and the supply of housing is supported by the House Builders Federation and Persimmon Homes.
- Sport England support the vision that residents and visitors alike will be more active and have access to quality sport and recreation facilities and the intention to ensure development is adequately supported by open space, sport, recreation and community facilities. Request evidence document is updated.
- This is an important document for setting a strategic vision for our borough. It is vital that it strikes the right balance between economic development, enabling communities to thrive and prosper, whilst ensuring the natural beauty and unique character of the area is preserved.
- Hope that feedback from the community will be reflected in the final document.
- Would have thought that any opportunity to raise finance for the benefit of key community infrastructure through Community Infrastructure Levy would be welcomed.

- RSPB generally support Vision. There is need to ensure that economic development does not impact detrimentally on the area's protected wildlife. Support the recognition given to the coast and natural environment as assets which contribute to quality of life and attract new investment.
- Development has not been accompanied with improvements in infrastructure and transport.
- The rural economy also includes food production which should be recognised.
- Too much emphasis on larger executive housing.
- Development should be in urban areas not greenfield sites.
- Tees Valley Nature Partnership support the approach to set out a strong vision from which to build the Local Plan and some additional wording to further recognise the value of natural assets.
- Would like to see improvements to Redcar High Street East.
- The Highways Agency were generally supportive of the plan's visions and aspirations and requested some additions.
- The Marine Management Organisation suggested reference was included to the Marine and Coastal Access Act (2009), Marine Policy Statement, Marine Plans and Licensing.

Chapter 2 Sustainability and Design

2.7 We received 2 comments relating to this section.

- RSPB welcome the inclusion of a definition and explanation of sustainable development in the Local Plan.
- English Heritage indicates that Local Plans should contain strategic policies to conserve the historic environment and explain how the presumption in favour of sustainable development will work locally. The policies need to clearly be strategic, so that they cannot be overridden by a neighbourhood plan. A statement clarifying matters should be provided in order to satisfy the NPPF.

Policy SD1 Sustainable Development

2.8 This policy attracted 8 comments.

- There was support for general principle of taking a positive approach towards the presumption in favour of sustainable development.
- Further clarification it needed on how conflicts between economic growth and the impact on important environmental sites will be resolved.

Policy SD2 Locational Policy

2.9 This policy attracted 33 comments.

- Marske should not be included as part of the conurbation, it is part of East Cleveland.
- A number of consultees thought that Greenfield sites should not be built on, whereas a number of developers and landowners thought that additional greenfield sites should be released where they are sustainable and deliverable.
- The NPPF seeks to simply encourage the re-use of previously developed land; it does not priorities such land.

- RSPB recommend that a strategic masterplan for the conservation and enhancement of biodiversity is produced.
- RSPB recommend investing in further data and evidence gathering to make informed and evidence-led decisions in the HRA with regards to identifying suitable strategic mitigation ahead of allocating development.
- Request that Lazenby is not included within the conurbation.
- The sequential approach to development sites does not accord with the NPPF and should be replaced with a statement encouraging the re-use of brownfield sites.
- More housing should be proposed in Redcar.
- More housing should be proposed in Saltburn.
- Natural England advise that further consideration to the application of HRA screening to specific development classes and size be given.
- The NYM National Park supports the policy and the designation of Newton under Roseberry as a 'village'.

Policy SD3 Development Limits

2.10 This policy attracted 15 comments.

- The RSPB recommend that the policy be amended to indicate that the redevelopment of land outside development limits will only be acceptable if sites are not of high environmental value.
- There was a request to include land at High Farm within development limits.
- There was a request to include land at Woodcock Wood within development limits.
- There was a request to include additional land (plot known as Ardmore) to be included within development limits.
- English Heritage advise that policy text would be more appropriate to be amended to 'conservation and where appropriate, enhancement' rather than preservation and conservation.
- The Council should put in place a flexible criteria based policy mechanism to give positive consideration to development proposals on sustainable but unallocated sites when there is a shortfall in housing supply.
- The inclusion of 'safeguarded land' will provide greater certainty over the delivery of future requirements.

Policy SD4 General Development Principles

2.11 This policy attracted 27 comments.

- There was a concern over the requirement to reduce the energy requirement by 10% over and above Building Regulations due to the forthcoming amendments to Building Regulations and the Governments push for zero carbon.
- The Government are currently consulting on a wide range of housing standards and allowable solutions. The outcomes of this consultation should be taken into account when developing the policy.
- English Heritage advise that development should respect or enhance the historic environment and both designated and non-designated heritage assets.

- Development on flood risk areas should not be allowed.
- The RSPB advice that distinction should be made between the hierarchies of internationally, nationally and locally important environmental assets.
- New criteria should be added, which requires new development proposals to be sustainable accessible or capable of being made to be sustainable accessible.
- Reference should be made to the Water framework Directive.
- The Environment Agency advise that the policy should set out how the Council will minimise the impact of current and future mine water pollution.
- NWL Ltd suggested that a policy solely focused on flood risk should be included.
- In terms of the provision of public art, 'offsetting' should be allowed so that the art feature can be provided in places which are accessible by the public rather than on industrial estates.

Policy SD5 Developer Contributions

2.12 This policy attracted 13 comments.

- There was a general support for the policy
- The policy should be amended to make it clear that developer contributions will only be sought where they meet the three tests set out in the NPPF and CIL Regulations.
- The Environment Agency advise that mitigation measures for creating a healthy water environment and habitat creation should be sought.
- Sport England request that developer contributions be used to fund sports facilities.

Policy SD6 Renewable Energy

2.13 This policy attracted 14 comments.

- The National Trust supported the policy.
- Natural England and RSPB requested changes to ensure that the policy provided sufficient protection for European Protected sites.
- The Tees Valley Nature Partnership and Tees Valley Biodiversity Trust requested the inclusion of species protection within the policy.
- Two comments expressed disappointment that the policy did not set minimum separation distances surrounding wind turbines.
- Banks Renewables Ltd. objected to the policy stating that it failed to reflect the NPPF presumption in favour of sustainable development. Requested that the policy includes the findings of the Tees Valley Wind Capacity Study.
- It was commented that the policy should encourage district heating and that priority should be given to development that has a direct benefit for local communities.
- Durham Tees Valley Airport requested the addition of wording to the policy to ensure that proposals do not impact on the safe operation of the airport.

- It was commented that the policy had no agreed strategy for windfarm development.
- The North York Moors National Park suggested wording to improve protection of the setting of the Park and requested that impact on recreation was included as a consideration within the policy.

Chapter 3 Local Spatial Strategies

2.14 We received 1 comment relating to this section.

- English Heritage indicate that local plans should include strategic policies to conserve and enhance the historic environment. The policies should be clearly strategic so they cannot be overridden by a neighbourhood plan.

Policy LSI Greater Eston Spatial Strategy

2.15 This policy attracted 9 comments.

- Include Asda's South Bank store as part of the district centre within the retail hierarchy.
- The Great Park should be restored.
- There is a shortage of care homes in the area.
- Concern over the reliance of housing coming forward on Low Grange Farm.
- Natural England advised to recognise the potential contribution made by setting to the significant heritage assets.

Policy LS2 Redcar Area Spatial Strategy

2.16 This policy attracted 139 comments.

- There was a request to include support for a new pier in Redcar.
- The green wedge between Redcar and Marske should be maintained.
- English Heritage advise that policy should safeguard all heritage assets, not just Kirkleatham Village.
- More parking should be provided.
- Marske should not be included with the conurbation and therefore should not be in the Redcar Sub Area.
- Object to development south of Marske.
- The Redcar House project needs further explanation.

Policy LS3 Rural Communities Spatial Strategy

2.17 This policy attracted 14 comments.

- More development should be allocated in the villages in East Cleveland, including Saltburn.
- Guisborough should be recognised for its role in the provision of new housing.
- There is a requirement for a new community hall at the top end of the Town, potentially on the Kiltondale Home site. The site could also provide a MUGA for all weather activities.

- Natural England advise that there is need to recognise the potential contribution made by setting to the significant heritage assets.
- The Highways Agency advise that confirmation is required that the level of proposed growth can be delivered without detrimentally impacting on the highway network.
- The green infrastructure links need further explanation.
- The Tees Valley Nature Partnership advise that the policy should recognise the wider green infrastructure links between Nunthrope and East Cleveland.

Policy LS4 South Tees Spatial Strategy

2.18 This policy attracted 7 comments.

- Natural England advise that the policy should protect all heritage assets in the area.
- TVU request that the importance of other industries be recognised.
- TVU request that reference is made to the South Tees District Heating Scheme.
- The Highways Agency advise that confirmation is required that the level of proposed growth can be delivered without detrimentally impacting on the highway network.

Policy REG1 Coatham

2.19 This policy attracted 8 comments.

- Tees Valley Unlimited support the policy as it would help improve the retail and visitor economy.
- Disappointing that the Coatham Masterplan has not yet been published despite being prepared since 2011.
- Natural England and the RSPB are concerned about the potential impacts upon the Teesmouth and Cleveland Coast SPA. The Environment Agency's Shoreline Management Plan recommended a transition area between the development and the SPA, but this has not been included in the HRA assessment.
- Further clarification is needed on potential impacts between economic development and impacts on the SPA. Otherwise the masterplan could be jeopardised by minor adverse impacts which could be mitigated against.
- Environment Agency advise that part of the site is in flood zone 3. The Local Plan should steer development away from areas most at risk of flooding. Development in the flood zone would need to be supported by a Flood Risk Assessment and the sequential and exception tests would also need to be passed.

Policy REG2 Kirkleatham

2.20 This policy attracted 8 comments.

- Concern about Kirkleatham Old Hall Museum being sold to the private sector as a hotel. There is already a museum in the town centre and no need for another one.

- English Heritage support the detailed and positive commitment to the conservation area. The potential impacts of the policy on Coatham Conservation Area need to be considered. Suggested wording improvements have been put forward.
- The policy should indicate that Kirkleatham Conservation Area is of outstanding significance. Several interventions in recent years have shown areas of high archaeological potential.
- York Potash indicate that their proposed pipeline would be located within this area, but they are confident that it would not harm the heritage assets at Kirkleatham, or the policy proposals.
- Tees Valley Wildlife Trust indicate that the policy needs to include reference to the requirements of protected species as some of the properties are known to be used as bats and barn owls.
- HSE indicate that part of the site would be within the HSE's consultation zones. The extent and compatibility of any development should be considered within this context.
- Environment Agency advise that this site drains to a watercourse which is culverted through Redcar to Coatham Marsh. The policy should make reference to protecting and restoring the natural environment including restoring watercourses and deculverting. Part of the site was formerly used for landfill. The surrender of the site was formerly accepted following an assessment of the environmental risk, including landfill gas.

Policy REG3 Skelton

2.21 This policy attracted 6 comments.

- Highways Agency are generally supportive of the policy. The potential impact of the proposals on the Strategic Road Network should be considered through the Model Assessment Report.
- Environment Agency support reference to SuDS, however to not believe that the culvert connects to the water treatment plant.
- Concerns over permitting bulky goods retail on the site as this could impact on Rectory Lane, Guisborough and Teesside Shopping Park. It may also harm accessibility to the remainder of the site for industrial use.
- ASDA would like to see their new store and surrounding area designated as a district centre.
- Concerns over the types of businesses which might be located on the site and potential impacts on the High Street businesses.
- More residential development will result in more pollution.
- There is no mention of Skelton Green. The village has lost facilities over the years, but could not support new businesses. The street lighting needs to be improved.

Policy EDI Protecting and Enhancing the Borough's Centres

2.22 This policy attracted 21 comments.

- General support for the policy

- Highways Agency suggest that if a low threshold was introduced for sequential assessments that they would expect that proposals should still be sustainably accessible.
- West Midlands Pension Fund disagree with the proposed local thresholds for impact assessments.
- English Heritage suggests the policy supports the reuse of buildings, particularly those of heritage value and at risk.
- Concern over the impact of Low Grange District Centre on Eston District Centre.
- Several objections over the inclusion of the eastern end of Redcar High Street in the town centre boundary. This has a high proportion of residential properties and the high number of takeaways and drinking establishments causes litter, noise, disturbance and parking problems.
- Lady Hewley Trust would like Low Grange Centre boundary extended to include some of their land.
- For Marske area the plan relies on leisure and tourist development, which along with Longbeck Trading Estate would not provide enough jobs for the new housing proposed.
- Objection to Loftus District Centre being reduced in size.
- Policy should make clear that a sequential assessment would not be required for proposals in accordance with an adopted plan.
- Improvements should be made to Brotton Local Centre. The Old Station Yard site offers an opportunity to do this.
- Every effort should be made to consolidate all district centres and return vacant units to residential use.
- Would like to see a Christmas market in Redcar.
- Royal Mail would not like to see any proposals adjacent to their South Bank sorting office that would affect their operations.
- ASDA would like their Skelton and South Bank stores to be included within a district centre designation, or if not, they should be protected under Policy ED1 and shown on the proposals map.
- Redcar shopping experience needs to be improved, with more focus on the High Street and not just the sea front.
- Small businesses should be encouraged in all the local centres and not threatened by out of centre supermarkets.

Policy ED2 Cleveland Retail Park

2.23 This policy attracted 2 comments.

- Middlesbrough Borough Council would like the policy to make reference to protecting centres in their borough too.
- Highways Agency support the policy. Where significant development is proposed, the impacts on the Strategic Road Network should be considered and the Agency consulted at an early stage.

Policy ED3 Hot Food Takeaways

2.24 This policy attracted 6 comments.

- General support for the policy.
- One objection to the policy on the grounds that the policy would hamper economic growth as the 5% threshold is set too low and the policy has not been prepared positively in accordance with the NPPF. Each case should be treated on its own merits.
- Concerns over car parking in Zone H as visitor permits are being used by businesses.

Policy ED4 Retail Development on Industrial Estates and Business Parks

2.25 This policy attracted 2 comments.

- General support for the policy.
- Highways Agency any proposals should consider potential impacts on the strategic road network and the Highways Agency should be consulted at an early stage where impacts have been identified.

Policy ED5 Advertisements

2.26 This policy attracted 3 comments.

- Natural England indicate that illuminated adverts can have an adverse impact upon protected species and the policy should be amended to take account of this.
- The policy needs to be backed by adequate enforcement. As with all policies in the plan, the enforcement section should be highlighted in the Local Plan.

Policy ED6 Protecting Employment Areas

2.27 This policy attracted 13 comments.

- Some support for the policy.
- Forewind Ltd support the protection of the Green Wedge between Redcar and Marske and restoration landscape designation to the south of the A174, which would not affect their proposed onshore operations.
- Would like there to be more emphasis on attracting industries to the area, especially East Cleveland.
- RSPB have concerns over the potential impacts of the employment allocations on the Teesmouth and Cleveland Coast SPA. Development up to the boundary of the SPA is unlikely to satisfy the HRA.
- Lack of thinking over economic strategy. No mention of high tech and niche industries. Traditional large industries are in decline. The notion of creative industries in Redcar has already failed.
- York Potash support the safeguarding of 343ha of employment land, however this should include logistics for consistency with Policy LS4. Express concern that the restriction to chemical and energy related uses at Wilton International may not support their proposed drying and dewatering facility.
- Highways Agency would like information provided on the quantum of development expected on each site, in order to assess potential impacts on the strategic road network.

- The plan should restrict abattoirs to employment sites and ensure they are not located close to existing or future housing.
- The plan should recognise the existing allocation for industrial land at Liverton Mines.
- The plan should recognise creative industries at Saltburn.
- Royal Mail would like sufficient protection to be added into the policy to protect the operation of their Guisborough and Redcar delivery offices from non compatible uses nearby.
- Environment Agency would like to see the proposed Eco Park encouraged for green industries and recyclers with high environmental standards. New industries are encouraged to use Best Available Technology to design out waste from processes as much as possible.
- Environment Agency support the Enterprise Zone and its focus on low carbon industries.
- Environment Agency believe that the policy is too narrowly focused on local and visual impacts and should be widened to include improvements to land, water and habitats.
- The employment allocations don't appear to be shown on a proposals map.

Policy ED7 New Employment Allocations

2.28 This policy attracted 3 comments.

- Sport England disagree with the Council's view on the loss of playing pitches. The excess of adult and mini pitches in the area needs to be balanced against the shortfalls in junior football, cricket and rugby pitches in the Greater Eston area.
- Highways Agency indicate that the impacts of the proposed allocation on the strategic road network need to be considered.
- Natural England support the reuse of land for development and note that a playing field would be lost.

Policy ED8 Rural Economy

2.29 This policy attracted 3 comments.

- General support for the policy.
- Tees Valley Unlimited support the policy, in particular reference to the leisure and tourism economy and expansion of the broadband network which is consistent with the Strategic Economic Plan. Would like to see more emphasis on what is special about the rural area and how its assets can be managed to support growth.

Policy ED9 Leisure and Tourism Development

2.30 This policy attracted 14 comments.

- General support for the policy.
- RSPB have concerns over the potential impact of leisure and tourism development at Coatham on the Teesmouth and Cleveland Coast SPA. The Recreation Management Plan should identify if potential impacts could be

adequately mitigated. Natural England also have concerns over the potential impact on the SPA.

- West Midlands Pension Fund would like reference to be included to leisure and tourism potential at Marske and in particular south of Marske.
- Financial viability should not be the only reason why tourist accommodation can be lost. Some existing accommodation is poor quality through years of decline and bad management. The policy should also allow for losses of accommodation where there is a detrimental impact upon the local environment and amenity of an area.
- English Heritage believe that development should seek to capitalise on heritage assets more generally, not just at Kirkleatham.
- National Trust support reference to Natura 2000 sites in the policy but would like reference to other policies and designations to be included in the policy.
- Environment Agency indicate that the borough's watercourses provide the opportunity to link inland and coastal tourism.
- It is vital that the plan aligns with the business and development plans of the North York Moors National Park who are a key partner.
- To promote tourism in rural areas, they need to be kept attractive. Wind turbines and other development threatens this. Wind turbines should be restricted to the industrial landscapes.
- More emphasis should be placed on the Cleveland Way National Trail, which is one of only 15 in the country. Reference should also be made to the English Coastal Path and the 'alternative coast to coast'.
- Only supporting hotel development in Redcar and Saltburn represents an old-fashioned view of tourism.

Policy ED10 Caravan Sites and Tourist Accommodation

2.31 This policy attracted 4 comments.

- Natural England would like reference to potential impacts upon protected sites to be included in the policy.
- The National Trust support reference to Natura 2000 sites, but would be useful if the policy could cross reference to other policies in the plan regarding the natural environment. Would also support protection of other designated sites which may not be Natura 2000 sites.
- Environment Agency express concerns over the potential impacts of sewerage from caravan sites on watercourses. Policy should be amended to encourage coastal sites to connect to existing sewer network, where possible. Where this is not possible, an Environmental Permit will be required. Sites should not be located in areas at risk of flooding.

Policy ED11 New Hotel and Guest House Accommodation

2.32 This policy attracted 6 comments.

- Hotel accommodation should be allowed in areas other than Redcar and Saltburn. This is contradictory to requiring a sequential assessment.
- English Heritage indicate that development should not harm to the significance of any heritage assets.

- Natural England express concerns over potential impacts on Natura 2000 sites resulting from an increase in visitor numbers. If the option for focusing the policy on particular areas is adopted, it could specifically address the local designated sites and environmental concerns.
- Good hotel accommodation is not necessarily related to tourism. There is a lack of good hotel accommodation in the whole area.

Policy ED12 Equestrian Development

2.33 This policy attracted 3 comments.

- English Heritage express concerns that the policy remains silent on proposals for changes of use which could mar the character and appearance of otherwise attractive agricultural land.
- Environment Agency recommend the policy is amended to ensure appropriate manure storage and dirty water handling facilities, in order to protect the cleanliness of watercourses.

Policy HI Housing Requirement and Delivery Phasing

2.34 This policy attracted 39 comments.

- North York Moors NPA support the proposed level of housing.
- Support for mix of housing.
- Highways Agency does not object to overall approach of overallocating housing land provision to support delivery provided supporting evidence is robust.
- The requirement and strategy to reverse population decline is too optimistic as movement in Redcar & Cleveland is constrained by physical barriers.
- Greenfield housing allocations should be removed as they are detrimental to the attractiveness of the borough.
- Object to policy as it inconsistent with NPPF because it does not provide sufficient allocations to significantly boost housing supply, it does not meet objectively assessed needs over the plan period and does not include an undersupply buffer over the first five years.
- The requirement is insufficiently aspirational and should be increased to align with Regional Strategy figure of 340 per annum which is realistically deliverable and more effectively supports the Council economic regeneration aspirations.
- The target should be increased to account for the historic performance backlog against Regional Strategy requirements.
- In line with NPPF, the figure should include a 20% buffer in the first 5 years.
- The strategy appears to assume that increasing the level of new housebuilding will halt net out-migration and attract incomers and new jobs, but this is not supported by sound evidence.
- The requirement is insufficiently aspirational and should be increased by 10% to include reserve sites to support deliverability.
- The requirement is too high relative to the demographic profile of the borough and contradicts the sustainability goals set out elsewhere in the plan.
- The policy lacks certainty in terms of the wording and the approach of identifying a minimum requirement supplemented by an unjustified buffer.

- Reliance on the 2011 CLG Interim Household Projections is inadequate as the figures do not cover the entire plan period and are based on trend-based projections which reflect the 2008-11 recession and as such are overly pessimistic.
- To facilitate a more flexible and deliverable supply site phasing should be abandoned and the requirement should be increased to guard against increased demolitions.
- The requirement is too high and not justified due to high unemployment and a declining population and economic base.
- There is an adequate supply of unsold properties on the market and some new builds are not selling.
- The strategy is flawed because population loss has accompanied economic decline and the situation will not change unless there is a significant increase in economic activity.
- There is no clear demonstration of cross-boundary working.
- Historic under-delivery will have curtailed household formation rates, therefore in order to achieve an objective assessment of needs the requirement should be increased by at least 50% to account for the backlog.
- The requirement is not founded on a robust evidence base and as such regard should be had to the RS figures which are. Increasing the target in line with RS targets will be achievable, realistic and aspirational provided sites in locations where people want to live are allocated for development.
- The plan seems to assume that building houses will encourage in-migration, but this will only happen if accompanied by job creation or people are attracted to a high quality environment.
- Due to established contraction of the local economic base, a more appropriate strategy would be to plan for managed decline with incomers attracted to a more rural atmosphere with lower density, executive housing.
- The increase in the requirement above the household growth projections is not justified in the supporting text.
- Assumptions on housing completions from 2014/15 on sites in Skelton and Saltburn are inaccurate.
- Major development proposed at Marske will exacerbate flood risk, spoil the character of the village and is unnecessary without commensurate employment growth.
- Overall approach to provide a continuous and flexible housing supply is supported but the figure is insufficiently aspirational and needs to be increased to reflect past under-performance and significantly boost the supply in accordance with the NPPF.
- Previous gross delivery rates indicate that there is significant scope to increase the net requirement.
- The Home Builders Federation supports the approach to set a housing requirement which exceeds household growth projections but contends that the figure should be increased in line with the Regional Strategy requirement in order to significantly boost supply in accordance with national policy, address historic under-delivery and more effectively align with the Council's economic regeneration aspirations. Based on past completion rates, the suggested target is realistically achievable.

- Tees Valley Unlimited supports the overall approach to increase housing supply, but the policy could be strengthened by having more regard to the economic benefits of housing development.
- Tees Valley Unlimited advises that the assumptions do not take fully into account the findings of the Tees Valley SHMA which could present problems at inquiry stage.
- Tees Valley Unlimited suggest that stipulating a 'minimum net requirement' and a 'gross target' could be confusing.
- There appears to be no allowance made for the replacement of older dwellings which are demolished over the plan period due to unfitness.
- Support the approach that the requirement is specified as a minimum and therefore not a ceiling.

Policy H2 Type and Mix of Housing

2.35 This policy attracted 12 comments.

- The plan needs to focus on the provision of market and affordable housing for young families rather than higher end detached and 'executive' dwellings and by encouraging small-scale development and property renovation and re-occupation in all localities.
- Too much emphasis is placed on the development of detached and 'executive' properties.
- The strategy to rebalance the population by attracting working-age households and developing larger detached dwellings is flawed without increasing employment levels and appears to be based on securing higher Council Tax revenues.
- Policy is broadly supported but the market should dictate appropriate housing type and mix.
- The scope for attracting executive type developments and high income households is limited due to declining employment prospects, falling population and poor quality environments and new developments.
- The plan establishes the need for affordable housing but this is contradicted by prioritising the development of executive-style housing which are not affordable to those younger households most in need.
- I suspect that there is a greater proportion of larger family homes on the market for sale than any other house type. These are mostly estate houses, similar to those proposed in the plans. The current mix of housing is unbalanced, and future housing plans seem to further exaggerate the imbalance.
- Para. 6.25 on appropriate housing densities and site location is at odds with the proposals for the strategic site at Marske Inn Farm.
- Tees Valley Unlimited welcomes recognition that a healthy local economy requires an appropriate mix of housing, in particular the role executive housing plays in retaining and attracting high earners. Would like to see definition of executive housing expanded to include a reference to penthouse apartments, particularly those arising from conversions of larger older buildings.
- Tees Valley Unlimited suggests plan should make reference to how Redcar and Cleveland will cater for the significant increase in older (over-65) residents.

Policy H3 Housing Allocations

2.36 This policy attracted 44 comments.

- Site promoter supports inclusion of Marske Inn Farm as a housing allocation.
- Support for protection of Guisborough Rugby Club site under open space policies and rejection as housing allocation.
- Site promoter supports inclusion of Land West of Pine Hills as a housing allocation.
- Site at Old Saw Mill, Kirkleatham presented for consideration as a housing site.
- Strategy should focus on small brownfield sites within existing built-up areas rather than large greenfield allocations.
- English Heritage considers that insufficient regard has been had to heritage assessment in identifying housing allocations.
- Objection to allocations in Nunthorpe and Ormesby due to the cumulative adverse impact which developments will have on traffic congestion and community infrastructure provision such as schools, healthcare and local shops and because the Swan's Corner proposal will remove all possibility of by-pass which is badly needed to alleviate current congestion.
- Rejected sites at Coach Road Brotton should be included as allocations.
- The strategy should be abandoned as too much emphasis has been placed on allocating greenfield land which has negative implications for quality of life, the environment, highways and traffic management and flood risk and because the level of development proposed is not justified as the population is falling.
- Not all housing land allocations have been subject to an ecological assessment which is contrary to UK and EU wildlife law and could undermine plan progression.
- Site at Empire Garage, Boosbeck presented for consideration as a housing site.
- Question consistency of strategy in terms of prioritising previously sites with the level of development proposed on greenfield
- Rejected site at Highfields, Brotton should be included as allocation.
- Question why Coatham Enclosure site has not been included as housing allocation.
- That plan proposes too much development on greenfield land which is contrary to the stated aims of preventing urban sprawl and reducing CO² emissions.
- Improvements to sewerage disposal and surface water drainage management should be undertaken prior to development. Greenfield developments in Redcar have increased further pressure on the existing systems which have insufficient coping capacity.
- Developments in Redcar should be put on hold until an effective surface water management system is established.
- The large strategic site at Marske Inn Farm is disproportionate to meeting housing needs in Marske and the borough in general.
- Site at Boosbeck Road, Boosbeck presented for consideration as a housing allocation.
- Sites at Galley Hill Farm, Guisborough presented for consideration as housing allocations.

- Sites at High Farm, Teesville presented for consideration as housing allocations.
- Land north of Meadowcroft Road, Normanby presented for consideration as executive housing allocation.
- Housing requirement should be increased based on RS figures.
- Rejected site at Woodcock Wood, Normanby should be included as allocation.
- Rejected site at Cleveland Gate should be included as regeneration site for mixed use commercial and residential scheme or, failing that, purely as a housing allocation.
- Rejected site at Hewley Reservoir, Normanby should be included as allocation.
- Some development should take place at Skelton Green, at Cleveland View.
- Rejected site at Morton Carr Farm, Nunthorpe should be included as allocation.
- No further development should be allowed at Guisborough until the impact of existing residential permissions has been assessed and any further allocations should focus on affordable housing including bungalows on sites in sustainable locations close to the town centre.
- Rejected site on Land East of Mickle Dales, Redcar should be included as allocation.
- Rejected site at Marske Mill Farm, Saltburn should be included as allocation.
- Rejected site at Sparrow Park Farm, New Marske should be included as allocation.
- Objects to plan as it is silent on future use of former Sacred Heart / St Dominic's site at Redcar.
- Object to policy as it inconsistent with NPPF because it does not provide sufficient allocations to significantly boost housing supply, it does not meet objectively assessed needs over the plan period and does not include an undersupply buffer over the first five years.
- Insufficient sites have been allocated to meet the proposed target.
- The proposed over-allocation should be increased by a further 10% to ensure housing delivery.
- Objects to any development at Windy Hill Farm (a rejected site) as it would place increased capacity on drainage, sewerage and highways infrastructure and would promote coalescence between Marske and Saltburn.
- Requirement should be increased by 300 to allow for contributions on small windfall sites.
- Site promoter supports inclusion of St.Hilda's site but delivery should be brought forward into first delivery phase to support targets.
- Middlesbrough Council advise that the joint authority Arup Model Assessment Report identifies that the proposed allocations in Nunthorpe and Ormesby and at Guisborough Road in the Middlesbrough Council area will create congestion at Swan's Corner junction and further collaborative work is required to explore capacity improvement solutions.
- Policy could be strengthened by incorporating housing allocations.
- Highways Agency advises that it will consider potential impact of allocations on strategic road network, taking into account the supporting evidence base.
- Natural England advise that the Habitats Regulation Assessment highlights the need to address the indirect impacts of development on habitat

- Tees Valley Unlimited supports the spatial balance of housing allocations on sustainability grounds.
- RSPB advises that screening exercise to determine the need for Appropriate Assessment should also apply to sites over 5km from a Natura 2000 site.

Policy H3.1 Marske Inn Farm Strategic Site

2.37 This policy attracted 614 comments.

- High number of objections to the proposals.
- West Midlands Pension Fund support the policy.
- No need for additional housing. There are already lots of properties for sale.
- Plan is focused on executive housing. People cannot afford executive housing and it is small less expensive housing that is needed.
- No need for any more affordable housing.
- The area has a high unemployment rate. There are no jobs and therefore people cannot afford to buy these new houses. New jobs should be created first before houses are built.
- The plan is based on a flawed economic premise that if you build the houses the jobs will come. It should be the other way round, provide the jobs first and then the houses after.
- Impact of development on Local Infrastructure.
- Concerns over flooding/surface water drainage.
- The site is outside of development limits.
- Questions whether development limits around Marske already been extended to include the site.
- There is no need for a hotel/drive thru restaurant/ pub/petrol filling station.
- Don't want four storey buildings.
- Traffic/Congestion concerns
- Objections to narrowing the road under the railway bridge to a single carriageway.
- Loss of village character/identity.
- Housing should be built on brownfield sites, not greenfield land.
- Loss of/damage to the strategic gap between Marske and New Marske.
- The proposals would result in the merging of Redcar, Marske, New Marske and Saltburn.
- Object to housing development on land at Windy Hill Lane.
- Marske should not be included in the conurbation.
- High density housing is not appropriate in Marske.
- Impact of the proposals on local schools. Not enough school places.
- Concerned that the Council is seeking a financial contribution for off-site education proposals and that the new school originally proposed has not been included in the planning application.
- Reduction in property value.
- There is no need for a park and ride facility.
- Community consultation on proposals by West Midlands Pension Fund was inadequate.
- Phasing of development is over too long a time period. It should be quicker to limit disturbance and impact upon the community.

- Loss of good quality agricultural land.
- The existing water treatment works are not adequate enough to cope with additional development.
- Sewerage system is inadequate.
- Concerned over demolition of school buildings in Marske with no replacements being provided.
- Impact on the natural environment.
- Loss of green space.
- The plan makes no mention of the need to support high tech or niche industry.
- Impact on quality of life.
- The proposals would not be sustainable. The site is not located close to jobs and very few jobs would be created by the proposed development.
- English Heritage indicate that there is a need for an appropriate evaluation of the potential impact of the allocation on the significance of the scheduled ancient monument before consideration can be given to whether public benefits would clearly outweigh any harm. English Heritage advise that separation between the monument and the proposed development would be harmful and undesirable. If it can be satisfactorily established that development can proceed without any unnecessary loss of heritage significance, efforts should be made to integrate the monument, perhaps through limited access and interpretation, thereby giving 'ownership' and sympathetic usage of it to the local community.
- North East Archaeological Research Ltd (Neil Cookson) indicate that more information needs to be provided about the archaeological requirements at the site. It is likely that there will be remains beyond the boundary of the scheduled monument to the west and this needs prior evaluation. It is important that the monument is included as an integral part of the site at the design stage and that the long-term maintenance and presentation of the site is secured as part of the proposals.
- Natural England note that the site is within 3.4km of the SPA/Ramsar site. Although the site is well served by transport, it is adjacent to the A174 and is likely to increase reliance on the private car.
- Highways Agency indicate that they have been consulted on the proposals as part of the planning application and although having an impact on the strategic road network, this could be accommodated within existing capacity.
- The development would be disproportionate to the size of the settlement.
- Impact on biodiversity and geodiversity.
- The plan seems to offer safeguards against the proposed housing developments threatening Marske notably (R/2013/0669/OOM), yet these do not prevent the application being considered.
- The plan is undemocratic as it was passed on one vote. Some of the Councillor's don't live in the borough.
- The Council's consultation was inadequate. No publicity regarding the proposals. Limited number of consultation events. Website difficult to navigate.
- Increased pollution as a result of traffic congestion.
- The development is not for a new community as it is not separate to Marske.
- Potential impact on bathing water quality due to water storage tanks discharging onto the beach. Existing storage tanks at the Stray have already discharged much more regularly than they are supposed to.

- Loss of views.
- Increased traffic will make it impossible to park outside of own house.
- Hot food takeaway would result in additional impact on the NHS.
- The loss of green belt.
- Concerned that the houses would be used to re-house people from other areas.
- There is not enough parking in Marske and extra housing will make this situation worse.
- Loss of privacy.
- The plan is premature as it allocates this as housing land, prejudicing in favour of the planning application before it is determined.
- The railway line is a defensible boundary to the village.
- Development is close to a Scheduled Ancient Monument.
- Impact of proposed commercial development on existing businesses within Marske District Centre.
- Inadequate pedestrian access from the proposed development to existing amenities within Marske.
- Impact on landscape.
- Policy would overturn decisions on previous plans not to include the site as a development allocation.
- The site should not have been included in the plan without a full enquiry into its necessity.
- Impact on tourism in Marske. Will make the village less attractive.
- Impact on conservation area.
- The area of land between the coast and Errington Woods should be a sensitive landscape area.
- Marske does not receive the same level of investment as other areas of the borough.
- There is a need for a new bus shelter at the end of Hummershill Lane.
- No need for a further 70 offshore wind turbines between Redcar and Marske.
- Soon there will be no open spaces left for future generations.
- England & Lyle acting on behalf of private clients object to proposed allocation as they consider that Marske should not be part of the conurbation. They suggest that their clients site at Woodcock Wood should be allocated instead.

Policy H3.2 Low Grange Strategic Site

2.38 This policy attracted 5 comments.

- Questions whether the indicative delivery rate can realistically be achieved; a lower figure is suggested.
- Suggested changes to site boundary and text correction in regard to access.
- Environment Agency advise that policy should be amended to reflect historic landfill operations on part of site and need for risk assessment and encouragement should be given to de-culverting of local watercourses in dealing with surface water drainage issues.

- Highways Agency advise that off-site, strategic road network implications and any require measures should be identified before planning application stage.
- HSE confirms that allocation could encroach upon outer HSE consultation zone and that H3 housing development would be compatible use within the outer zone.

Policy H3.3 Swan's Corner, Nunthorpe

2.39 This policy attracted 118 comments.

- Mostly objections from local residents.
- Impact on traffic congestion (of this site and others nearby), is highlighted as a major concern and reason for objection from many respondents.
- Impact on traffic safety.
- Concern about flooding and drainage problems on the site and the increased off-site flood-risk implications posed by building on it.
- Opposed to loss of greenfield land and open space.
- Priority should be given to providing housing in more affordable locations.
- Loss of view towards hills.
- Loss of wildlife / birdlife on the site and in the wider local area due to development.
- Priority should be given to developing 'brownfield' sites.
- Over-development will remove rural feel of the area.
- Inadequate local services, including school places to support more development.
- Inadequate open spaces and leisure facilities to support more development.
- There is insufficient local green space.
- Inadequate parking to service more development.
- Object because the opportunity to provide a new route into Middlesbrough will be lost and should be reconsidered.
- Impact on heritage assets at Upsall Hall has not been considered.
- Development will add to noise and air pollution.
- Development will remove separation between Nunthorpe and Ormesby.
- Loss of wildlife corridor.
- There is no need for further housing in the local area.
- Highways Agency advise that off-site, strategic road network implications and any require measures should be identified before planning application stage.
- English Heritage object due to absence of heritage assessment.

Policy H3.4 Gypsy Lane, Nunthorpe

2.40 This policy attracted 94 comments.

- Mostly objections from local residents.
- Impact on traffic congestion (of this site and others nearby), is highlighted as a major concern and reason for objection from many respondents.
- Impact on traffic safety.
- Loss of good agricultural land.
- Priority should be given to developing 'brownfield' sites.

- Loss of wildlife / birdlife.
- Object due to access difficulties and density which is too high.
- Loss of view to north
- Loss of footpath towards Ormesby Bank and Ormesby Hall.
- Loss of green space.
- Access gate will still need to be used by farmer.
- Queries why new housing is needed given vacant property levels.
- Local services and infrastructure are inadequate to cope with the level of development proposed in the Nunthorpe area.
- Will exacerbate flooding and drainage problems.
- Development will encourage further proposals to develop on open fields nearby.
- Over-development will remove rural feel of the area.
- Highways Agency advise that while proposed development should not in itself present major problems for strategic road network, site needs to be considered within the wider impact assessment.
- English Heritage object due to absence of heritage assessment.

Policy H3.5 Morton Carr Lane, Nunthorpe

2.41 This policy attracted 60 comments.

- Mostly objections from local residents.
- Impact on traffic congestion (of this site and others nearby), is highlighted as a major concern and reason for objection from many respondents.
- Priority should be given to developing 'brownfield' sites.
- Loss of wildlife and biodiversity.
- Loss of amenity area for dog walkers.
- There is already an oversupply of housing.
- Site has drainage problems.
- Local services and infrastructure are inadequate to cope with further development.
- Public consultation with local residents and notice given has been inadequate.
- Impact on traffic safety.
- Object to development on greenfield land.
- Highways Agency advise that while proposed development should not in itself present major problems for strategic road network, site needs to be considered within the wider impact assessment.

Policy H3.6 Longbank Farm, Ormesby

2.42 This policy attracted 138 comments.

- Impact on traffic congestion (of this site and others nearby), is highlighted as a major concern and reason for objection from many respondents.
- Traffic safety.
- Loss of wildlife and biodiversity.
- Object to development on greenfield land.
- Loss of green link to Eston Hills.

- Object to access from existing estate roads.
- Previous planning application was rejected due to limited traffic handling capacity of existing estate roads.
- Site is steeply sloping and development could exacerbate flood risk and drainage problems.
- The housing requirement cannot be justified as the population is falling.
- 'Brownfield' rather than 'greenfield' sites should be developed.
- Unacceptable impact on the landscape.
- Essential water and sewerage infrastructure crosses the site.
- If development is allowed, should be at a lower density and respect the residential character of the adjacent area, including the significant provision of bungalows and should incorporate green buffers along the northern and western boundaries to maintain wayleaves for the water and sewer infrastructure.
- Loss of green space.
- Loss of privacy.
- Increased environmental pollution.
- Accessibility constraints.
- Limited capacity of local schools to meet the additional need for places.
- Location of proposed access road adjacent to existing properties would have negative quality of life outcomes for nearby residents due to increased environmental pollution and loss of privacy.
- Inadequate consultation and information including online maps.
- Site is outside development limits.
- Limited capacity of local health services and sustainable transport provision to access healthcare.
- Land stability concerns of developing on sloping site in former mineworking area, including impact on structural soundness of existing properties.
- Questionable demand for housing given current local economic situation.
- Impact on landscape.
- Poor public service provision in Ormesby, including facilities for children and youths.
- Overlooking of existing properties.
- Encroachment on woodland and countryside.
- Deliverability concerns due to skyline location and awkward configuration, bearing in mind the Council's policy aspirations set out in the plan.
- Impact on house values.
- Loss of daylight to existing properties, including though the development of single-storey dwellings.
- Loss of view.

Policy H3.7 Spencerbeck Farm, Ormesby

2.43 This policy attracted 4 comments.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- Object to housing on greenfield sites in Nunthorpe and Ormesby.

- There are not enough local green spaces left for people to enjoy.
- Increased congestion.
- Lack of parking and doctors surgeries.
- The landowner would like additional land to the south to be included as part of the allocation.

Policy H3.8 Normanby Hall

2.44 This policy attracted 7 comments.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- Concerns over increase in traffic.
- Object if access would be via Cricket Lane or other sites.
- Hope the Council will be sympathetic to the need to protect the hall, but without swamping the site with too many houses.
- Object to the increase in houses from 20 to 25.
- Concerned about environmental impacts.
- Object to impact of proposals on listed building and its setting.
- England & Lyle (on behalf of private clients) support the inclusion of the site. Extensive marketing of the site has shown that there are no viable alternatives to the proposals. The proposed development would secure the future of the listed building. An archaeological assessment and detailed assessment of the trees has already been undertaken.
- English Heritage are not satisfied that an assessment of potential impacts on the significance of heritage assets has been undertaken, or whether the public benefits of the proposals have been considered against any impacts.

Policy H3.9 Former Redcar & Cleveland Town Hall and surplus adjacent land

2.45 This policy attracted 1 comment.

- Highways Agency indicate that including the proposals in the model assessment report will assist in identifying the implications of development proposals on the strategic road network.

Policy H3.10 Former Redcar Adult Education Centre

2.46 This policy attracted 2 comments.

- Highways Agency indicate that including the proposals in the model assessment report will assist in identifying the implications of development proposals on the strategic road network.
- English Heritage indicate that it is not clear if any assessment has been done to assess of the impact of the proposals on the significance of Coatham Conservation Area or Grade II* Listed Red Barns, or whether any harm would be outweighed by public benefits.

Policy H3.11 St. Hilda's Church, Redcar

2.47 This policy attracted 13 comments.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- Several objections to housing on greenfield sites in Redcar and Marske.
- Concerns that loss of greenfield sites will set a precedent which would make it difficult to resist development on others in the future.
- Concerns over traffic.
- No green space has been provided as part of housing at Newcomen School. This site should therefore be kept as open space to offset that loss.
- No need for more housing. Do not have the infrastructure to support what we have now.

Policy H3.12 Bylands Close, Redcar

2.48 This policy attracted 1 comment.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.13 Connexions Campus (South), Redcar

2.49 This section attracted 11 comments.

- Several objections to housing on greenfield sites in Redcar and Marske.
- Concerns that loss of greenfield sites will set a precedent which would make it difficult to resist development on others in the future.
- Concerns over traffic.
- Development would be located too close to the road. Grass verges and front gardens make for a better quality of life.
- Concerns over high density development.
- Redcar will become overcrowded.
- Redcar & Cleveland College indicate that the site may be available earlier than the phasing suggests. The site should have its own access, so that it can be developed independently of Wheatlands Chase. The housing mix will be determined by the college and the developer based on their own assessments. There is an overprovision of recreation space in this area, so any on-site provision will need to be considered within a wider context. It is understood that the Miller housing site has provided adequate drainage for the whole site, including this allocation. The level of financial contributions will be informed by the college and developers viability assessments.
- Sport England object. The site is wholly playing field. The playing pitch strategy shows a shortfall of junior football, cricket and rugby pitches in Redcar.
- Highways Agency indicate that including the proposals in the model assessment report will assist in identifying the implications of development proposals on the strategic road network.

Policy H3.14 Land adjacent Rye Hills School, Redcar

2.50 This policy attracted 12 comments.

- Several objections to housing on greenfield sites in Redcar and Marske.
- Concerns that loss of greenfield sites will set a precedent which would make it difficult to resist development on others in the future.
- Concerns over traffic.
- Site was supposed to be used for a new gym.
- The Council's playing pitch strategy indicates that there is a shortfall of junior and mini pitches in the borough and advocates community use of school fields. The proposed loss of school fields would therefore be contrary to the Council's playing pitch strategy.
- Sport England are concerned that the Council has reneged on its promise to use the former school site as part of the school playing field.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.15 Land adjacent Newcomen School, Redcar

2.51 This policy attracted 4 comments.

- Object to housing on greenfield sites in Redcar and Marske.
- Sport England did not object to the redevelopment of the school on the basis that as conditions secured the reprovision of the playing field and community use of the site. Concerned that the community use agreement has not been followed through and the allocation is greater than envisaged.
- Site should be removed as development has started.
- Development should not have been allowed whilst there continues to be a shortage of playing pitches.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.16 Land adjacent Errington School, Marske

2.52 This policy attracted 4 comments.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- The Council's playing pitch strategy indicates that there is a shortfall of junior and mini pitches in the borough and advocates community use of school fields. The proposed loss of school fields would therefore be contrary to the Council's playing pitch strategy.
- There is no need for new housing in Marske.
- There is high unemployment and no jobs for new residents.
- The area is prone to flooding.
- Marske would lose its own distinctive character.
- Increased congestion.

- Increased primary and secondary school provision would be required.
- Greenfield and brownfield sites should remain as they are to protect the environment, agriculture and wildlife.

Policy H3.17 Wilton Lane, Guisborough

2.53 This policy attracted 2 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.18 Former Jackson's Field Allotments, Guisborough

2.54 The policy attracted 2 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that including the proposals in the model assessment report will assist in identifying the implications of development proposals on the strategic road network.

Policy H3.19 Middlesbrough Road, Guisborough

2.55 The policy attracted 3 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- Northumbrian Water would like the land to the north to be included as a housing allocation as a logical extension to the proposed allocation.

Policy H3.20 Former Chaloner Primary School, Guisborough

2.56 The policy attracted 2 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.21 Former Luke Senior House, Guisborough

2.57 The policy attracted 2 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.22 Enfield Chase, Guisborough

2.58 The policy attracted 2 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.23 West of Pine Hills, Guisborough

2.59 The policy attracted 7 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- There is no need for several hundred more houses in Guisborough.
- The site would be visible for miles from the west.
- The houses would be too far from public services in the town centre.
- Increased pressure on local schools/services.
- Increase in traffic.
- The Council did not undertake sufficient consultation with the public. The documents were not available at Guisborough library.
- Make a legally binding agreement to retain King George V playing field.
- Bellway support the inclusion of the site, however disagree with the density, nature and quantum of the development proposed in the policy. The policy should be changed so that it is consistent with the planning application.
- Guisborough is a market town which is its strength, turning it into a major urban settlement would undermine this.
- There is already sufficient executive-style detached housing in Guisborough, there is a need for supported housing for older people which can be accommodated on infill sites.
- There is a lack of urban green space in the west of Guisborough, so building on another green field site does not make sense.
- Highways Agency indicate that including the proposals in the model assessment report will assist in identifying the implications of development proposals on the strategic road network.
- The density and phasing included in the policy are different to that of the planning application. Questions whether the Council can insist on the density and phasing proposed in the policy.

Policy H3.24 Galley Hill Farm, Guisborough

2.60 The policy attracted 3 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- There is no need for several hundred more houses in Guisborough.
- The site would be visible for miles from the west.
- The houses would be too far from public services in the town centre.
- Increased pressure on local schools/services.
- Increase in traffic.
- The Council did not undertake sufficient consultation with the public. The documents were not available at Guisborough library.
- Make a legally binding agreement to retain King George V playing field.
- Highways Agency indicates that highways improvements should be planned up-front and not left to a planning application. The model assessment report will indicate whether the proposals are likely to have an impact on the strategic road network.

Policy H3.25 Whitby Avenue Field, Guisborough

2.61 The policy attracted 6 comments.

- North York Moors National Park Authority indicate that the proposals would not have any adverse impact upon the setting of the national park.
- Sport England concerned about the loss of playing fields, as there is a shortage of 8 sports pitches in Guisborough.
- English Heritage advise that the site is encircled by Guisborough Conservation Area and part of the site falls within it. There does not appear to have been any assessment of the impact of the proposals on the significance of heritage assets, or whether these impacts would be outweighed by public benefits.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.
- Environment Agency advise that part of the site is located within Flood Zone 3. Development should be directed away from areas prone to flooding and the plan should demonstrate that the sequential approach to growth has been undertaken. A Flood Risk Assessment would need to be undertaken alongside any application.
- Guisborough Estate support the inclusion of the site, however believe that the estimated yield should be raised to 54 dwellings and the site should be included in the first phase of development.

Policy H3.26 Church Hill, Skelton

2.62 The Policy attracted 1 comment.

- Highways Agency indicates that highways improvements should be planned up-front and not left to a planning application. The model assessment report will indicate whether the proposals are likely to have an impact on the strategic road network.

Policy H3.27 Home Farm, Skelton

2.63 The Policy attracted 3 comments.

- English Heritage have concerns over the policy. The site is adjacent to the Grade II* listed All Saints Church and the conservation area character appraisal indicates that the farm buildings are amongst the most important in the conservation area. It will therefore not be possible for the proposals to meet Policy HE1 (e). There does not appear to have been any assessment of the harm to the significance of the heritage assets as a result of the policy, or any consideration of whether the public benefit would outweigh the harm.
- Development of Home Farm should be speeded up.
- Public toilets should be provided.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.28 Stanghow Road, Skelton

2.64 The Policy attracted 1 comment.

- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.29 Former Saltburn Junior School

2.65 The Policy attracted 4 comments.

- The Council does not recognise the historic heritage of the area. This site should be developed along the same lines as Great Ayton School.
- English Heritage are concerned that there does not appear to have been any assessment of the potential impact on the significance of the Grade II Listed school building.
- Sport England indicate that the school grounds are being used as a playing pitch by Saltburn Juniors, due to the shortage of junior pitches within the town. Sport England would need to be satisfied that the shortage of junior pitches has been addressed to withdraw their objection.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.30 Kilton Lane, Brotton

2.66 The Policy attracted 6 comments.

- Greenfield sites should not be used until all other sites have been exhausted.
- Any future development should include bungalows for the elderly.
- English Heritage indicate that a resolution of archaeological matters is yet to be reached on this site. Until the Council undertakes an assessment of the significance of the remains and the impact of the development upon that

significance it is not possible to have an understanding of whether the public benefits would outweigh the harm.

- Sight lines onto the bypass need improving, for vehicles coming from Skelton side of the roundabout.
- No need for new roundabout for entrance.
- Sewerage and drainage needs to be upgraded before development takes place.
- Need executive housing in Brotton.
- There is sufficient affordable housing already in Brotton.
- Should only be released in later phases on the plan as housebuilding still taking place.
- High street regeneration is needed, the Station Yard site offers the opportunity for retail development.
- Housing gain money should be used for a new community centre at the top end of Brotton.
- Old Kiltondale site would offer potential for building, car parking and a MUGA to cater for lack of leisure facilities.
- Taylor Wimpey would like the phasing to be brought forward. Given the suitability of the site and the lack of supply, there is no logical explanation to delay the phasing.
- No longer need for cemetery provision as the church have opened up their grounds for burials.
- Any housing gain should be spent in the area receiving the housing.
- Highways Agency advise that the model assessment report will indicate whether the proposals are likely to have an impact on the strategic road network.

Policy H3.31 Former Rosecroft School, Loftus

2.67 The Policy attracted 2 comments.

- Object to the proposals as the site would need to be accessed along a narrow lane and across a narrow railway bridge.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H3.32 Hummersea Hills (Phase II), Loftus

2.68 The Policy attracted 3 comments.

- The policy says that Loftus district centre has a wide range of shops and services, this is not true.
- English Heritage indicate that it is not clear whether an assessment has been undertaken to assess the impact of the allocation on heritage assets, in particular Coatham Conservation Area.
- Highways Agency advise that the model assessment report will indicate whether the proposals are likely to have an impact on the strategic road network.

Policy H3.33 Cragg Hall Farm, Carlin How

2.69 The Policy attracted 3 comments.

- Some support for the policy, as it provides residents with the opportunity to stay in the village and purchase a new property.
- The site is unsuitable for housing. Existing flooding problems would be made worse.
- Highways Agency indicate that the proposals shouldn't have an adverse impact upon the highway network, however the site should be included within the evidence based assessments.

Policy H4 Affordable Housing

2.70 The Policy attracted 15 comments.

- Some support for the policy, particularly allowing flexibility for where viability is an issue.
- Objections to tenure requirements, as this may affect viability.
- Tees Valley Unlimited fully support the aims of the policy, however would like further clarification on what information would be required as part of a viability assessment and a rural exceptions policy to be included in the text.
- The Local Plan should also emphasise the continuing need to refurbish and modernise the existing social housing stock.
- Concerns over the viability of some large sites, as the viability study does not take account of the full costs of the plan.
- Policy should be more flexible to receiving off-site contributions towards existing housing stock.

Policy H5 Sub-division and Conversion of Buildings to Residential Uses

2.71 The Policy attracted 3 comments.

- English Heritage advised that the sub-division or conversion of buildings should not result in the unnecessary loss of heritage significance.
- The Highways Agency would welcome the consideration of transport implications of sub-division and conversion as part of the policy.

Policy H6 Houses in Multiple Occupation

2.72 The Policy attracted 2 comments.

- English Heritage advised that the sub-division or conversion of buildings should not result in the unnecessary loss of heritage significance.

Policy H7 Gypsy, Traveller and Travelling Showpeople Accommodation

2.73 The Policy attracted 3 comments.

- English Heritage indicate that development should not result in the unnecessary loss of any heritage significance.
- It is not clear if sites will include space for the keeping of livestock (horses etc). Would like information on how the Council would treat the keeping of livestock within the plan to avoid adverse issues associated (highways, trespass etc).

Chapter 7 Natural Environment

2.74 We received 2 comments relating to this section.

- English Heritage stated that it is important to recognise that many open spaces are designated heritage assets in their own right (e.g. registered parks and gardens), many are key to the character of conservation areas, and some are integral to designed views and vistas associated with large country houses.
- The RSPB support paragraphs 7.1 and 7.3. A strategic masterplan for the conservation and enhancement of biodiversity would help to achieve these aims and facilitate development and economic recovery within the borough.

Policy NI Landscape

2.75 The Policy attracted 23 comments.

- There was general support of the policy from a number of consultees including the RSPB, Natural England, The Natural Trust, The Tees Valley Wildlife Trust and the Tees Valley Nature Partnership
- A number of comments requested the designation of Beacon Moor as a Local Green Space.
- CPRE questioned why if the policy seeks to protect important landscapes, why we were promoting wind turbines on and around Eston Hills.
- It was requested that the coastline of Redcar, Marske and Saltburn and the area surrounding Marske should be designated as a Sensitive Landscape.
- York Potash Ltd. requested that the policy be updated to provide greater flexibility for development to be located in the Heritage Coast.
- The North York Moors National Park welcomed protection of the landscape setting and scenic beauty of the National Park but provided suggested amendments to strengthen the policy.
- The Woodland Trust welcomed the priority given to the planting of trees, woods and hedgerows and would welcome an indication of the how quantity and need would be calculated.

Policy N2 Green Infrastructure

2.76 The Policy attracted 25 comments.

- The policy was generally supported by the Tees Valley Wildlife Trust, Tees Valley Nature Partnership and the Woodland Trust.
- While there was support for the protection of strategic gaps, there were a number of objections that the proposed development at Marske Inn Farm would unacceptably reduce the strategic gap between Marske and New Marske and that this was in conflict with the policy.

- The National Trust supported the protection of green space around Ormesby Hall.
- Forewind Ltd. welcomed the protection of open space and green wedges between Redcar and Marske.
- West Midlands Metropolitan Authority Pension Fund support the policy.
- The policy does not include separation between Marske and Redcar which are separate communities.
- Great Park should be returned to its former quality.
- Concern was raised about the potential loss of green space at Eston Hills.
- Why develop on good agricultural land and green spaces when there is a good supply of brownfield land.
- Objection to the extent of the green wedge between Redcar and Marske; and between Middlesbrough and Eston/Ormesby/Normanby. The extent of these designations has not been reviewed.
- The open space between Redcar and Marske is necessary to provide a buffer between the sewage works and the nearest houses.
- It was requested that more definitive boundaries were identified between Marske and New Marske; and Marske and Saltburn.
- The Environment Agency support the recognition of the socio-economic value of a good quality environment to local communities , however request that the policy is amended to provide a greater emphasis on actions that specifically protect and improve the water environment in local neighbourhoods.

Policy N3 Provision of Open Space, Leisure and Community Facilities

2.77 The Policy attracted 9 comments.

- The policy was supported by Natural England.
- Development viability needs to be considered.
- Any financial contributions sought should meet the tests set out in paragraph 2014 the NPPF, policy wording should be amended to reflect this.
- Sport England fully supported the policy in principle but questioned why designations on the proposals map do not extend to education sites.
- Policy should be flexible and allow opportunities for off-site improvements and upgrades to existing facilities. There must be a qualitative assessment of facilities.
- The Theatres Trust requested that community and cultural facilities are extracted from the policy and covered separately.

Policy N4 Biodiversity and Geological Conservation

2.78 The Policy attracted 18 comments.

- The policy is supported by Natural England, Northumbrian Water Ltd, the National Trust,
- English Heritage commented that the concept of 'net gain' does not sit easily with the historic environment as it is a finite resource.

- The Woodlands Trust welcome the text outlining the key benefits of trees, woods and hedgerows. They welcome the protection of irreplaceable habitats but suggest stronger policy wording.
- Offsetting should be seen as a last resort. If used an increase in biodiversity should be provided local to the area of loss and this should be embedded in the policy.
- The RSPB supports many aspects of this policy and its positive intentions, however a number of additions and alterations to the policy are recommended.
- The Environment Agency requested the inclusion of text which advocated opportunities to create wet woodlands, that the policy is amended to provide greater emphasis on actions that protect and improve the water environment.
- The North York Moors National Park suggested that the policy should refer to protecting and improving important habitat networks, and that the policy should refer to strategic connections identified in the National Park Management Plan.
- Persimmon Homes acknowledge their responsibility to conduct appropriate assessments on appropriate sites and state that the council should ensure that they have a strong justifiable framework which should create universal guidelines for the Borough that clearly and simply set out the need for requirements, the scope of the assessments and the benchmarks for what is considered an acceptable and unacceptable impact on a site and mitigation measures.
- The Tees Valley Nature Partnership and Tees Valley Wildlife Trust support the statement on Natural Network and Opportunity Mapping. They suggest the inclusion of reference to the process of selecting and de-selecting Local Sites. There is no policy statement on the protection given to Local Sites and the policy fails to give protection to priority species or those protected by law.

Chapter 8 Historic Environment

2.79 We received 1 comment relating to this section.

- English Heritage indicate that the plan should provide a clear and positive strategy for the conservation and enjoyment of the historic environment in the area. Whilst read as a whole the plan does provide a positive strategy, aspects of this are spread throughout the document and should be brought together in one section. Concerns that the plan does not contain a strategy for dealing with heritage at risk within the borough.

Policy HE1 Conservation Areas

2.80 The Policy attracted 6 comments.

- There is a typographical error in paragraph 8.3 which makes it difficult to read.
- In subsections 'd' and 'f', reference to structures as well as buildings would be useful.
- English Heritage indicate that whilst outline applications in conservation areas are discouraged, there is no blanket prohibition in place.

- The coast between Redcar and Marske contains the same flora and fauna as the surrounding area, so should also be designated as a sensitive landscape area to protect it from development. Any development here would also damage the historic character.
- Preserving and enhancing should be used for existing buildings as well as new buildings.
- Respecting existing architecture and built form is admirable and should be highlighted more in the plan.
- Plan needs to identify how the community will be involved in putting the policy into practice. Having a joint responsibility for enforcement should be part of a planning control mechanism.
- There is no mention of Article 4 anywhere in the document and this should be an integral part of any conservation policy.

Policy HE2 Heritage Assets

2.81 The Policy attracted 7 comments.

- General support for the policy.
- A number of suggestions were put forward for amendments to the wording of the text in the policy.
- Eston Hills and its historic features have been left to rot and decay for many years by the Council. What is the Council going to regarding the sale of part of the hills again to private owners.
- The historic buildings/conservation sites such as Upsall Hall and Kirkleatham Hall should be protected for future generations.
- If our finest heritage assets includes Guisborough Priory and Eston Hills, views from these should be protected from wind turbines.

Policy HE3 Archaeological Sites and Monuments

2.82 The Policy attracted 6 comments.

- General support for the policy.
- English Heritage advise that the wording within the policy and supporting text is amended to ensure consistency with the NPPF. Suggested amendments have been put forward.
- The policy is not in accordance with the NPPF as it is unnecessary and onerous. It should be amended so that proposals in an area of known archaeological interest are supported by a desk-top survey at application stage. Depending on the outcomes of the desk-top survey, further work may be required.
- Some amendments to the text are proposed for consistency with the NPPF and other policies in the Historic Environment section. Check that 10,000 records for the HER is accurate as this seems a bit high.
- The policy is prescriptive and does not allow for judgement to be exercised.

Policy TAI Demand Management Measures

2.83 The Policy attracted 8 comments.

- Natural England support the policy.
- The plan does not mention how the Council intends to deal with the state of the roads for all users.
- Concerns over traffic impacts from proposed strategic housing allocation at Marske Inn Farm. The policy pins hopes on a 'soft' policy of demand management.
- To tackle climate change we need to stop building out-of-town supermarkets and dormitory estates in East Cleveland. If new housing developments go ahead, new infrastructure will be required.
- If long stay car parking is reduced it is essential to make improvements to public transport as an attractive alternative.
- The policy is 'anti-motorist' and 'anti-car industry'. The proposals do not gel with the aspirational nature of the rest of the plan, as to attract people to move to the area the lack of congestion and ease of travel and parking is a positive, which the plan seeks to remove.
- Tees Valley Unlimited recommend changes to the ordering of the paragraphs and inclusion of reference to the TVU Statement of Transport Ambition.
- Highways Agency support the policy, however the synergy between the Local Transport Plan and the spatial provisions of this plan should be made more clear.
- Almost the whole chapter is based on improving public transport, but the focus should be on reducing the need to travel in the first place. Ensuring fast broadband is available could reduce the need to travel.

Policy TA2 Travel Plans

2.84 The Policy attracted 4 comments.

- General support for the policy
- This section needs revising so that its more up-to-date. TVU are unlikely to be placing too much emphasis on Tees Valley Airport, following their proposed plans. Residents in East Cleveland can't be expected to enjoy new facilities in Redcar. An explanation needs including regarding transport needs of existing communities throughout the borough, particularly the increasing elderly population without access to a car.
- Cycling to work/school in East Cleveland is not possible due to steep slopes, bad weather and long distances that need to be travelled.

Policy TA3 Improving Accessibility within and Beyond the Borough

2.85 The Policy attracted 9 comments.

- Some support for the policy, including from the Highways Agency.
- West Midlands Pension Fund support the policy. Their outline application for land to the south of Marske included enhancements to the railway station, a park-and-ride car park, improvements to the pedestrian routes.
- Rail service should be extended to Guisborough and trolley buses used in East Cleveland.

- Concerns over impact on increased frequency of rail services to traffic in Redcar using crossing points. Improvements need to be made to scheduling and crossing points.
- People in East Cleveland need a more reliable bus service.
- Improve access by foot along Tilbury Road crossing point to Asda.
- TVU would like reference included for the proposed improvements at Greystones roundabout. Opportunities presented through the Strategic Economic Plan and the Local Growth Fund should also be mentioned.
- Reference should be made to DfT's 'electric spine'. Include support for proposals to electrify Northallerton to Middlesbrough rail line.
- The Council should look at scope for regulating bus transport in East Cleveland to improve timetables, connectivity and interlinkages.
- Local Plan should recognise potential need for a new access to Skinningrove Industrial Plant and possibility of adoption of any new bridge on Gaskell Lane, Loftus.
- There is a need to see that there is a policy co-terminus with the Minerals Local Plan to allow for pipeline development as an environmental improvement for conveyance of minerals and liquids and for reduction of excess HGV traffic.

Policy TA4 Sustainable Transport Networks

2.86 The Policy attracted 4 comments.

- Highways Agency supports the policy.
- RSPB indicate that where Teesmouth and Cleveland Coast SPA, or North York Moors SPA are being adversely affected by recreation, any mitigation from a Recreation Management Plan must ensure no adverse effects on the SPA.
- Natural England support the commitment to improving public access, however increased access to the coast and North York Moors may increase visitor pressure on these designated sites.
- TVU would like a reference to specific initiatives identified as part of the Local Sustainable Transport Fund.

Appendix 3 Proposed Standards for Open Space and Leisure

2.87 We received 1 comment relating to this section.

- There is no inclusion of extra football pitches for Dormanstown in the Local Draft Plan.

Appendix 4 Proposed Site Allocations

2.88 We received 2 comments relating to this section.

- Full details of the maps are not online so it is difficult to provide detailed comments without knowledge of the areas.
- Drawings in the appendices should be up-to-date.

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Section/Policy

Draft Local Plan

DLP409**Full Name:** Ray Bryant**Organisation:** North Yorkshire
County Council**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No objections. Support the strategic approaches being proposed.

Officer response:

Support noted

DLP432**Full Name:** Mr Graham Banks**Organisation:** Hambleton District
Council**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Given that we share such a very short rural boundary with you outside of the National Park Local Planning Authority area, there is little of direct cross-boundary significance arising between us in your Plan's policies. The key strategic priorities of meeting your objectively assessed local housing needs and employment needs, whilst protecting the countryside from inappropriate development are fully addressed and we have no concerns to raise. We therefore support your new Local Plan. This is particularly in respect of seeking to stem out-migration by fully meeting local housing needs within the Borough through over allocating land and replacing difficult to deliver brownfield sites with more attractive large greenfield sites, such as those around Guisborough. This should lead to less pressure on the local housing market in nearby settlements in the north east of Hambleton (ie the Stokesley/Great Ayton area) which suffers from high house prices and affordability problems for local people. We are also pleased to see that you are seeking to meet your needs for Travellers pitches within the Borough. I trust that this proves helpful in demonstrating you have fulfilled the Duty to Co-operate and I look forward to future

Officer response:

Support noted

DLP726**Full Name:****Organisation:** Stockton on Tees
Borough Council**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Stockton Borough Council considers that the draft Local Plan is a positive document which is both compliant with the NPPF and has a clear strategy to address both the challenges and opportunities presented by the local context. It is a document which the Council is supportive of, particularly the housing strategy of reversing population decline.

Officer response:

Support noted

Section/Policy

Draft Local Plan

DLP553

Full Name: Mark Harrison
Organisation: The Coal Authority
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Given the absence of surface coal resources and recorded coal mining hazards from the plan area, I can confirm that we have no specific comments to make at this stage. As a general comment, The Coal Authority is pleased to note that appropriate reference is made in Figure 1 to the Tees Valley Joint Minerals and Waste DPDs.

Officer response:

Support noted

DLP446

Full Name: Mr David Hand
Organisation: Scarborough Borough Council
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

No objections. Support the plan. The Council have fulfilled their duty to co-operate.

Officer response:

Support noted

DLP656

Full Name: Valerie Adams
Organisation: Darlington Borough Council
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

The Council does not wish to make any representations in respect of the matters covered by the draft Local Plan. The draft Local Plan's approach to planning for new housing is not considered to have any significant implications for Darlington Council's approach to new housing. On the issue of accommodating Gypsies, Travellers and Travelling Showpeople, it is noted that the draft Local Plan only seeks to meet the need arising from those that are either already resident in the Borough, or the new households that will arise from those over the plan period, and makes no provision for meeting the needs that were assessed as arising in the wider Tees Valley area in the 2009 Gypsy and Traveller Accommodation Needs Assessment (GTAA). However, we will be commissioning a Darlington GTAA shortly, and that once complete and agreed, this will be the basis for planning for traveller sites, replacing the 2009 GTAA in our evidence base.

Officer response:

Support noted. The plan provides sufficient pitches to meet the identified needs of the travelling community, based on a robust evidence base.

Section/Policy

Draft Local Plan

DLP1183

Full Name: Elizabeth Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We object to the Draft Local Plan, as the plan stands, it does nothing to promote jobs in the borough. This plan only proposes to invest in more housing which in itself will not reverse the trend in population decline.

Officer response:

The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth, building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

DLP26

Full Name: Mrs M Bielby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

The draft Local Plan seems to have too much emphasis on Redcar to the detriment of the rest of the Borough.

Officer response:

The Local Plan provides a policy framework for development in all areas of the borough. The plan includes spatial strategies covering all areas of the borough.

DLP1162

Full Name: Kate Wheeler

Organisation: Natural England

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

HRA - suggest 5km threshold may not be suitable in the area to capture the draw of European sites in the area. - suggest visitor survey data for sites should be reviewed/collected. - suggest strategic approach to tackling possible impact of recreational disturbance on sites. Sustainability Appraisal -support the contention presented in paragraph 7.2.10 that development ought to be focused upon those settlements either with existing services or with the likelihood of being provided with services since this would help sustain the viability of the services and those communities. Further, Natural England agree with the SA report that it would be preferable not to permit development outside development limits unless it is to serve a specific rural need since it would be likely to lead to increased car travel. -Paragraph 9.2.3 of the SA report observes that given the policy framework addressing designated sites that an opportunity exists for increased emphasis to be given to the protection of wildlife corridors and other linking features. Natural England support this view since the delivery of a landscape scale response to the management of biodiversity is needed to deliver adaptation and resilience to climate change. - Given the uncertainty of policies, Natural England wish to see that the proposed monitoring indicators are robust with suitable triggers and actions identified. - SA does not critique proposed monitoring framework in Local Plan

Officer response:

Section/Policy**Draft Local Plan**

DLP747**Full Name:** Mrs A G Galloway**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We are making an official objection to the Draft Local Plan in that it is flawed from start to finish. There is not the market for the number of houses you intend to build. These houses are being built on Greenfield sites only. If these plans go ahead, there will be fatalities because of extra traffic in already congested areas. You are making a rural conurbation into an urban conurbation, when we are known nationwide as having the most beautiful part of the country as it is, with seaside, countryside, moors and industry in our area. Any expansion will destroy all this. You state that people will want to come here to live near their work. What work? SSI is at capacity. Wilton sites are closing down. Unemployment is running at 11.9%, higher than any other part of the country. Why build expensive housing when there aren't any jobs available. The whole plan is flawed as it was drawn up on evidence given in 2006 by people who are not from this area. The council should not be allowing this planning application to go ahead for the sake of their own area. Stop and think.. You were elected by the people and should be working for the wishes of the people. I am having problems with damp and excess water as it is. Any development on flood risk areas will make things worse for us. Also property prices will be affected, transport access into Marske will be impossible. It is bad enough now with traffic speeding through the High Street. The humps are a waste of space because nobody takes notice of them.

Officer response:See Comment DLP746.

Draft Local Plan**DLP746****Full Name:** A G Galloway**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We are making an official objection to the Draft Local Plan in that it is flawed from start to finish. There is not the market for the number of houses you intend to build. These houses are being built on Greenfield sites only. If these plans go ahead, there will be fatalities because of extra traffic in already congested areas. You are making a rural conurbation into an urban conurbation, when we are known nationwide as having the most beautiful part of the country as it is, with seaside, countryside, moors and industry in our area. Any expansion will destroy all this. You state that people will want to come here to live near their work. What work? SSI is at capacity. Wilton sites are closing down. Unemployment is running at 11.9%, higher than any other part of the country. Why build expensive housing when there aren't any jobs available. The whole plan is flawed as it was drawn up on evidence given in 2006 by people who are not from this area. The council should not be allowing this planning application to go ahead for the sake of their own area. Stop and think.. You were elected by the people and should be working for the wishes of the people. I am having problems with damp and excess water as it is. Any development on flood risk areas will make things worse for us. Also property prices will be affected, transport access into Marske will be impossible. It is bad enough now with traffic speeding through the High Street. The humps are a waste of space because nobody takes notice of them.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has sought to allocate development in the most sustainable locations possible, in order to reduce the need to travel and the distance travelled. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Local Plan has been prepared using a robust and up-to-date evidence base. No changes are being proposed to the conurbation through the Local Plan. Policy SD4 seeks to direct development away from the areas most vulnerable to flooding, where possible. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

DLP1181**Full Name:** Mr. David Foster**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We object to the Draft Local Plan, as the plan stands, it does nothing to promote jobs in the borough. This plan only proposes to invest in more housing which in itself will not reverse the trend in population decline.

Officer response:

The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth, building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Section/Policy

Draft Local Plan

DLP1207

Full Name:
Organisation: The Gisborough Estate
Agent Name: Mr Rob Close
Agent Organisation: Strutt & Parker
Submission type: E-Mail
Agree with section?: No

Comment summary:

Would like to see land at Cleveland Gate Business Park and Guisborough Rugby Club included as a regeneration policy for a mixed use development comprising retail and housing.

Officer response:

The proposals are not supported. The updated Strategic Retail, Leisure and Office Study (2011) did not identify a requirement for additional floorspace in Guisborough and the site is not in the town centre. Sufficient land has been identified to meet the assessed housing requirement in the Plan, including significant development within the rural area, particularly at Guisborough and which, taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. The Guisborough sites could deliver around 750 dwellings, thereby potentially meeting housing needs over the plan period. As such, it is not proposed to allocate further housing land.

DLP745

Full Name: Mr H Lang
Organisation: Durham Tees Valley Airport
Agent Name: Anna Bensky
Agent Organisation: Peel Holdings Ltd
Submission type: E-Mail
Agree with section?: No

Comment summary:

Part of the borough falls within the 30km wind farm safeguarding area for Durham Tees Valley Airport. The safeguarding area should be shown on the proposals map in accordance with Circular 1/2003. A specific policy should be included within the plan with regard to aerodrome safeguarding.

Officer response:

Policy SD6 will be amended to indicate that any wind turbine development falling within the 30km safeguarding zone should not affect the operational integrity or safety of Durham Tees Valley Airport unless acceptable mitigation is agreed. The policies map will also be amended to include the safeguarding zone.

DLP516

Full Name: Ginny Hall
Organisation: Mobile Operators Association
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

Feel that it is important that there is a specific telecommunications policy within the emerging Local Plan. The NPPF indicates that in preparing local plans, local planning authorities should support the expansion of telecommunications networks, but should also aim to keep the numbers of radio telecommunications masts and sites for such installations to a minimum.

Officer response:

It is considered that the NPPF, the Mobile Operators Code of Best Practice and the Council's long-established protocol for dealing with such applications already offers sufficient guidance for determining the limited number of telecommunications planning applications that the Council receives.

Section/Policy

Draft Local Plan

DLP646

Full Name: Mr John Wilkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to strongly object to the Draft Local Plan and its content, and in some ways its lack of content. I hope when the revised Publication Version comes back for statutory Public consultation in April 2014 it will better represent what the public are telling you. Less use of 'aspirational' and 'issues' and use Plain English more in keeping which the majority of residents recognise.

Officer response:

The draft Local Plan has been prepared to provide a policy framework to guide development within the borough over the next fifteen years or so. It has been prepared using a robust evidence base of identified development needs. The Council will seek to ensure that the plan is prepared using plain English as much as possible.

DLP655

Full Name: Mr Neil Cookson

Organisation: North East
Archaeological
Research Ltd

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Photographs appear without captions

Officer response:

Comment noted. The photographs are for illustrative purposes only and it is therefore not deemed necessary to include a caption.

DLP668

Full Name: John Moran

Organisation: Health and Safety
Executive

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The HSE recommends that where there are major hazard installations and MAHPs within the area of your local plan, that you mark the associated consultation zones on a map. The guidance in PADHI - HSE's Land Use Planning Methodology will allow you to identify compatible development within any consultation zone in the area of your local plan. The HSE recommends that you include in your plan an analysis of compatible development type within the consultation zones of major hazard installations and MAHPs based on the general advice contained in the PADHI guidance.

Officer response:

Policy SD4 indicates that development will be permitted where it avoids locations that would put the environment, or human health or safety, at unacceptable risk. This includes inappropriate development within HSE consultation zones. Paragraph 2.23 also indicates that, where necessary, the Council will consult the HSE on proposals which fall within the HSE consultation zone and advises that applicants should contact the relevant authority for information on consultation zones. It is not considered necessary to provide further detail on HSE consultation zones in the plan or show the consultation zones on the Polices Map.

Section/Policy

Draft Local Plan

DLP809

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: No

Comment summary:

In order that the historic environment is appropriately safeguarded when preparing the Local Plan it is necessary to fully understand the significance of any heritage assets which might be affected (directly or otherwise) by a site allocation and to carefully assess the extent of any harm to, or loss of, its significance in relation to any public benefits that the development might bring. This understanding forms an integral part of the evidence base for the Plan. An uncertainty relating to this casts doubt on the site allocation being justified, deliverable and, ultimately sustainable. The same should apply to sites of archaeological importance. The potential impacts on these should be considered before sites are allocated. Whilst the Housing Background Evidence Paper factors in the presence of listed buildings, archaeology, conservation areas as 'other constraints' this views the analysis does not consider the significance of these assets.

Officer response:

Consideration has been given to heritage assets when allocating sites for development. Where necessary, an assessment of potential development upon the heritage assets will be undertaken, based on their significance. No site allocations will be included within the Local Plan, where it is considered that the development would have an unacceptable impact upon heritage assets, or their setting, which could not be adequately mitigated. A more detailed assessment of the impacts of proposed development upon the historic environment will be undertaken at the planning application stage, taking into account Policies HE1, HE2 and HE3.

DLP27

Full Name: Mrs M Bielby
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

Comment summary:

Why is the potash mine listed as being outside of the plan area if the plan is for the Borough? The mine is a vital part of the borough.

Officer response:

Boulby Mine is located within the North York Moors National Park, which act as the local planning authority for the national park area. However, the significant contribution that the mine makes to the local economy is recognised by the Council and the Redcar & Cleveland Local Plan.

Draft Local Plan

DLP1240	Comment summary:	Officer response:
<p>Full Name: Neil Douglas</p> <p>Organisation: RSPB</p> <p>Agent Name:</p> <p>Agent Organisation:</p> <p>Submission type: E-Mail</p> <p>Agree with section?: In Part</p>	<p>HRA 5.3 OBJECT Table 5 of the HRA, which summarises SSSI condition assessments for component SSSIs within the Teesmouth and Cleveland Coast SPA, includes a summary that the Redcar Rocks area of the SPA is in 100% favourable condition, with "No evidence of anthropogenic disturbance". This summary is ambiguous and could be read as the site not being affected by anthropogenic disturbance. Clearer wording would be "Effects of anthropogenic disturbance have not been assessed." An assessment of the current use of Redcar Rocks by bird populations of the SPA should inform any conclusions about the effects of disturbance. Without this, disturbance should be considered a potentially damaging operation for Redcar Rocks at Appendix 4. It is noteworthy that the Natural England condition assessment for this unit is a reference to conservation of geological features of the SSSI and does not refer to bird populations of the SPA, or any effects of anthropogenic disturbance. HRA 5.24 SUPPORT An additional consideration should be that the habitats and populations of the SPA have severely limited capacity to adapt to the effects of climate change, including coastal squeeze, which is a threat to favourable conservation status in the foreseeable future. HRA 7.3 COMMENT Table 17 of the HRA, which summarises SMP management prescriptions, omits potential policy plan actions identified in the relevant table of the SMP to address the effects of coastal change. These include investigating the use of dredged material to maintain the extent of the Bran Sands mudflats and consideration of a transition between the development area and Coatham Sands. Actions to address the effects of coastal change should be a consideration within local plan policies and could be considered within a strategic masterplan for the conservation and enhancement of biodiversity, which we recommend is prepared to support this local plan. HRA 7.7 OBJECT "The HRA that was completed for this document concluded that the policies were unlikely to have a significant effect on the North York Moors. No in combination effects with the Local Plan are predicted." (p.37 HRA) Where the Stockton Regeneration and Environment Local Development Document is identified in Table 18 of the HRA, the comments section fails to recognise the potential effects of this document on the Teesmouth and Cleveland Coast SPA. In this respect, the prediction that no combination effects are likely with the RCBC Local Plan is unsound. As it is a requirement that Local Plan decisions are based on the findings of the HRA process, it is vital that this HRA is comprehensive. Potential combined effects include disturbance and loss of functional land, in particular loss of feeding and roosting habitat for wintering birds using the SPA, which could occur as a result of the development policy of these plans. HRA 8.7 COMMENT Where precautionary mitigation is identified in the HRA (Para. 8.7), it takes the form of a requirement to carry out a screening exercise for Appropriate Assessment. This is considered a deferral of the assessment of any effects and the need for mitigation, rather than mitigation. Deferring consideration of the viability of development allocations to the planning proposal stage could lead to wasted resources being put into the preparation and submission of unviable applications, or lack of due consideration being given to the combined effects on European sites at the individual application stage. Details of how any Recreation Management Plan (Para. 8.8) would ensure that any proposed development would not result in an adverse effect on an SPA should be considered at this plan preparation stage. HRA recommended explicit reference to the Recreation Management Plan, Teesmouth and Cleveland Coast European Marine Site Management Plan and the North York Moors Draft Management Plan.</p>	

Section/Policy

Draft Local Plan

DLP163

Full Name: Michael Morrissey

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

What is happening at Hob Hill land, which was the subject of a public inquiry a year ago?

Officer response:

The Council has agreed to sell the freehold of two parts of the site to Saltburn Golf Club and Saltburn Riding School. The remainder of the land, including that currently leased to Saltburn Golf Club remains public open space. The public inquiry was in relation to an application to register the land as a Town or Village Green. The application was rejected.

DLP680

Full Name: Richard Hunt

Organisation: York Potash Ltd

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

Support the vision expressed in the Draft Local Plan and recognise the challenges that lay ahead. Attracted by existing infrastructure and skills and want to increase and update both of these. The proposed potash proposals near Whitby and the associated mineral transport facility and mineral handling facility are expected to have significant economic benefits for the local community. Would like to know the Council's position on whether it is willing to use compulsory purchase powers to bring together parcels of land to allow for the refurbishment of derelict or sub-standard residential properties.

Officer response:

Support noted.

DLP454

Full Name: Ms Sarah Housden

Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

There are a lot more references to the North York Moors throughout the Local Plan compared with existing Core Strategy which is to be welcomed. However, there are various references to Redcar and Cleveland Borough being on the 'fringe' of the National Park or adjacent to it. Whilst this may be the case, where it is the Plan area that is being referred to (where the Council is the Local Planning Authority), there are more general descriptions of the Borough in the Local Plan where it should be acknowledged that part of the Borough lies within the National Park.

Officer response:

The plan will be amended to ensure that it is more clear whether reference is being made to the borough boundary or the planning boundary.

Section/Policy

Draft Local Plan

DLP1131

Full Name: Melisa Burnham

Organisation: North Yorkshire
County Council

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

North Yorkshire County Council (NYCC) as the Local Highways Authority (LHA) would ask that any impact the plan has on our local network should be identified and considered in the scope of the cross boundary traffic and its effect on our routes to the desirable service centres (Market Towns and Coastal towns). Where it is clear that the development will have a material impact on the North Yorkshire's Local Highway Network the NY LHA will want to be included in agreeing the scoping for the Transport Assessment (TA) and Travel Plan (TP). In other instances it is accepted that it may not become obvious until the volume of traffic heading towards the county boundary is identified in the actual TA. In those circumstances it is acknowledged that consultations may be delayed. If in doubt neighbouring authorities are asked to consult NYCC as LHA and let us make the judgement on the potential impact on our network.

Officer response:

There are no large sites allocated close to the administrative boundary which are anticipated to have a significant impact upon the local highway network within North Yorkshire. However, the Council will be mindful of the potential impact if any issues arise and NYCC can be assured that they will be consulted as appropriate.

DLP695

Full Name: Lucy Mo

Organisation: Environment Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

We would welcome the inclusion of text within the front cover which advocates the protection and the enhancement of the environment such as 'protects and enhance our environment'.

Officer response:

The plan includes policies which seek to protect and enhance the environment and includes symbols demonstrating this on the front cover. The Council has not chosen to amend the text on the front cover to ensure that it does not appear unduly cluttered.

DLP703

Full Name: Janet Jeffrey

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

Would like to see a more joined up approach when it comes to care services. There have been cuts to care services which means that people need to travel further afield to access them. There needs to be more consultation with regard to the Local Plan so that people have a greater say before changes are made.

Officer response:

The plan seeks to protect and enhance community facilities (including care facilities) and makes specific reference to this within all of the Local Spatial Strategy Policies. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Section/Policy**1****INTRODUCTION**

DLP1291	Comment summary:	Officer response:
Full Name:	Gisborough Estate supports the Councils vision and approach towards economic growth in the R&CDLP and the recognition of the role that new housing plays in this process. The identification of the Whitby Avenue Field site in the R&CDLP as an allocation for residential development is endorsed by Gisborough Estate. The description of the annual housing targets within the plan as a minimum net requirement is welcomed. Gisborough Estate would like to reiterate that the housing figures stated in the plan should be treated as a floor and not a ceiling to future development.	Support noted.
Organisation:	Gisborough Estates	
Agent Name:	Kate McGill	
Agent Organisation:	Nathaniel Lichfield & Partners	
Submission type:	Letter	
Agree with section?:	Yes	

DLP256	Comment summary:	Officer response:
Full Name:	Our client supports the strategic priorities set out within the Draft Local Plan, with an emphasis on the necessity for development to be led by a robust evidence base, being of particular importance. Our client supports the vision and approach set out within the Draft Local Plan and, in particular, the Council's vision to create a new community to the south of Marske.	Support noted.
Organisation:	West Midlands Metropolitan Authority Pension Fund	
Agent Name:	David Staniland	
Agent Organisation:	Knight Frank LLP	
Submission type:	E-Mail	
Agree with section?:	Yes	

DLP1132	Comment summary:	Officer response:
Full Name:	Natural England welcomes the commitment set out within the Vision to ensure continued protection and enhancement of the biodiversity, natural environment, designated sites and coastline area within the borough and the further enhancement of pedestrian, cycle and equestrian routes.	Support noted.
Organisation:	Natural England	
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	Yes	

Section/Policy**1****INTRODUCTION****DLP1186**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Support the move to a Local Plan and the alignment with the economic ambitions of the Masterplan. Reference to TVU and LEP is welcomed. May be useful to note the role of the LEP in producing a Strategic Economic Plan for the Tees Valley, along with a European Structural and Investment Funds Strategy which forms one component of the SEPs funding. These could be included in the TVU box in Figure 1. Redcar & Cleveland will play vital role in LEPs growth and economic ambitions for wider Tees Valley. Would like Local Plan to demonstrate the part that the Redcar & Cleveland area will play in delivering sustainable economic growth through land allocations that reflect local and inward investment demands, provide quality housing, and maximise the many unique spatial opportunities that the Borough can offer.

Officer response:

Support noted. Local Plan will be revised to make reference to the Strategic Economic Plan and European Structural and Investment Funds Strategy.

DLP1270

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North
Yorkshire

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Support the key outcomes and priorities.

Officer response:

Support noted.

DLP1345

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water
Ltd

Agent Name: Kate McGill

Agent Organisation: Nathaniel Lichfield &
Partners

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

NWL fully support the Councils vision and approach towards economic growth in the R&CDLP and the recognition of the role that new housing plays in this process.

Officer response:

Support noted.

Section/Policy**1****INTRODUCTION**

DLP1314		Comment summary:	Officer response:
Full Name:	Mr Steve Wharton	NWL fully support the Councils vision and approach towards economic growth in the R&CDLP and the recognition of the role that new housing plays in this process.	Support noted.
Organisation:	Northumbrian Water Ltd		
Agent Name:	Kate McGill		
Agent Organisation:	Nathaniel Lichfield & Partners		
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP786		Comment summary:	Officer response:
Full Name:	Mr Andrew Guyton	Forewind supports Redcar & Cleveland's vision, in particular the support it provides for the development of renewable energy and associated infrastructure at Wilton International (Paragraph 1.45), the focus it provides to securing inward investment (Paragraph 1.57), the important role of critical infrastructure (Paragraph 1.106) and Council's presumption in favour of sustainable development (Policy SD 1). Forewind considers that the development of Dogger Bank offshore wind farm and associated infrastructure can play a significant role in supporting these wider policies.	Support noted.
Organisation:	Forewind Ltd		
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP1368		Comment summary:	Officer response:
Full Name:	Aidan Hamilton	Bellway broadly supports the Council's overall vision and approach to economic growth in the R&CDLP and the recognition of the role that new housing plays in this process.	Support noted.
Organisation:	Bellway Homes (NE Division)		
Agent Name:	Alexandra Crowe		
Agent Organisation:	Nathaniel Lichfield & Partners		
Submission type:	E-Mail		
Agree with section?:	Yes		

INTRODUCTION

DLP301		Comment summary:
Full Name:	Mrs Heather Douglas	I find this document virtually unintelligible to the layman. It is long, wordy, technical, and deliberately complicated and convoluted - presumably to discourage the average council tax payer from commenting. I do not agree with the proposed housing development at Marske. It is not needed, is over development without infrastructure support and - based on the problems seen with flooding earlier in the year at both Marske and Redcar - could endanger existing properties.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	Web	
Agree with section?:	No	

Officer response:

The Draft Local Plan was written in plain English wherever possible. However, it is a technical document that sets out planning policies that must not only stand up to independent scrutiny by the Planning Inspectorate, but also be robust enough to avoid legal challenge through the courts. Therefore, plain English is not always appropriate. It has also been subject to a period of public consultations where planning officers have been on hand to discuss the document with members of the public. Objection to the housing allocation at Marske Inn Farm is noted and the issues raised are dealt with in the response to comments made on that policy.

DLP291		Comment summary:
Full Name:	Mrs Eileen Herd	1.6 states that local plans should reflect the vision and aspirations of local communities. The proposed development south of Marske is not in accord with the expressed wishes of many of the inhabitants of Marske. This also states that local plans should seek to meet the objectives, principles and policies of the National Planning Policy Framework. Why therefore is the Council seeking to build in an area which is outside accepted development limits and is clearly a 'greenfield' site, when the NPPF and the Council's own draft plan seeks to prioritise the use of 'brownfield' sites. Is this a case of saying what pleases the environmentalists while doing exactly what the Council pleases? Section 1.13 states that the Council has worked closely with the EA to ensure any new development is located in areas which are not at risk of flooding, yet the proposed area to the south of Marske is on an area known to be prone to surface water flooding and although possible solutions are said to have been examined there would appear to be no plans to do anything to ensure any developer would carry these out.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	Web	
Agree with section?:	No	

Officer response:

The Local Plan aims to ensure that sufficient development can take place to meet the needs and aspirations of residents of the Redcar and Cleveland. In order to do this, it is necessary to identify greenfield sites as there are insufficient previously developed sites that are suitable for housing. The identification of development limits is done through the Local Plan, and it is necessary to revise these to ensure that sufficient development can take place to meet identified needs. A large number of potential sites have been assessed and areas at significant risk of flooding have been avoided. The risk from surface water flooding at Marske Inn Farm can be managed and reduced through appropriate works to support the proposed scheme.

INTRODUCTION

DLP571		Comment summary:
Full Name:	Ann Higgins	TRANSPORT: 1.123 & 1.104: How can this statement be accurate as public transport cannot meet the needs of existing communities in the borough, so how can it accommodate new and large expanses of development proposed to built by the council, as stated we have a much larger growing elderly population who do not have access to good public transport need now. FLOOD RISK: 1.113 - contradicts the previous statement on flood risk i.e. Low Grange Farm was designated as a flood risk area as it is on the Ox Bow of the River and 1/3 of land was designated as a flood risk area, by the SFRA pre 2010 which is being ignored by the council and developers. The councils proposed large housing development by Westfield Pension is also susceptible to flooding, which should not be overlooked easily by the council. Disagree with the proposal to build a large housing estate at Marske as it contradicts statement 1.127.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	No	

Officer response:

In order to promote the use of public transport we have allocated sites in the most sustainable locations which are close to public transport options and close to services and facilities. The Local Plan also supports the provision of cycling and walking routes as part of development and requires the preparation of Travel Plans for strategic and significant development proposals to consider and include measures to encourage the use of sustainable modes of transport. A sequential approach to flood risk has been taken in the allocation of sites to ensure that development is located in areas least at risk of flooding from all sources. Where there is risk of flooding on an allocated site this will need to be addressed as part of any development with layout designed to avoid areas of higher risk. 1.113 will be updated to reflect this. This site at Marske Inn Farm was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement.

DLP758		Comment summary:
Full Name:	Mr Alan Hunter	The Vision and Approach for Redcar and Cleveland is welcomed. The statements and commitments amount to recognition that the historic environment and its heritage assets are regarded as a strategic priority for the Council and the Plan, thereby largely satisfying that part of NPPF paragraph 156. Paragraph 1.45 - To strengthen further the role of the historic environment within the Plan, however, the Vision Statement could helpfully refer to the safeguarding and improvement of the historic environment generally and all asset types, designated or otherwise, not just buildings and structures, especially those judged to be at risk. Paragraph 1.47 - the borough's heritage assets are not only an asset, but an opportunity, the constructive use of which has wider social, cultural, economic and environmental benefits. Paragraph 1.67 - inclusion of the listed building within the Enterprise Zone would have done much to bring about improvements to its wellbeing. The historic environment is to be positively embraced rather than avoided wherever significance is not compromised. Paragraph 1.69 - English Heritage welcomes efforts to improve the fortunes of the borough's town centres. Many will be conservation areas containing numerous listed buildings and other heritage assets, the future of which is less certain these days. Paragraph 1.78 - the historic environment is a vital offer in terms of helping the economic recovery. Paragraph 1.84 - site selection should also seek to conserve the borough's outstanding historic assets.
Organisation:	English Heritage	
Agent Name:		
Agent Organisation:		
Submission type:	Letter	
Agree with section?:	No	

Officer response:

Support for the vision and approach is noted. Para 1.45 - vision will be amended to refer to the safeguarding and improvement of the historic environment generally. Para 1.47 - table to be amended to include heritage assets as an opportunity. Points relating to 1.67 & 1.78 will be taken into account in reviewing 'Outcome 3' from para 1.96 of the Draft Local Plan onwards, as they are considered to be valid points but out of context with the rest of those paragraphs. Para 1.84 - text to be amended to refer to conservation of heritage assets.

INTRODUCTION

DLP283**Full Name:** mr Jeff Rudd**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Object to further housing development in Guisborough, which has already grown significantly over the last few decades. There are no major employers or commuter routes and Guisborough is not a hub for education or retail. People choose to live here as it is not a large town or housing estate. Traffic is already dangerous in the west (The Avenue/Stokesley Rd.) and there is not the infrastructure to deal with hundreds more residents - doctors surgeries also running beyond capacity. Nobody is struggling to find a property in the area and there is not a shortage as there are many houses are for sale/rent.

Officer response:

Guisborough is the largest rural settlement in the borough and is therefore a sustainable location for housing development. There has been relatively little new housing development over the last 15 years and it remains a popular location for family housing. It is also one of the few locations in Redcar and Cleveland where it will be possible to achieve executive housing development. The Council's Engineers have not highlighted any concerns over highway capacity or safety in being able to accommodate the level of housing development being proposed. We have, and will continue to involve the NHS in preparing the Local Plan to ensure that they are able to provide a sufficient service to meet the needs of existing and future residents.

DLP40**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Section 1.95 states "...as can be seen, there are elements of unmet affordable housing needs in every sub-area ...except Greater Eston....The greatest unmet needs are demonstrated within the Redcar, Guisbrough and Skelton sub-areas and relate to smaller, general needs units."But the action plan talks about development at Marske, and mixed Executive/Executive-style housing - again obtuse.

Officer response:

Para 1.95 specifically relates to affordable housing needs - i.e. households whose needs cannot be met by the market. The housing allocations, including the site at Marske Inn Farm, aim to deliver a much wider range of housing to meet affordable and market housing needs, including executive and executive-style housing.

DLP39**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Cannot make head or tail of Tables 3 and 4 - how are they formulated and what are they telling us?

Officer response:

Tables 3 and 4 are taken from the Strategic Housing Market Assessment, and show the net and gross annual affordable housing requirements for the borough, and by sub-area, for general needs and older person housing. This is an indication of the number of houses that need to be provided to meet the needs of people who cannot afford to access market housing.

INTRODUCTION

DLP38**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Section 1.89 - talks about "lower weekly earnings leading to an increased demand for both social and private rented housing, and that this is likely to grow even further". It then goes on to say that housing developments will be (largely) Executive or Executive-style housing, which is obtuse. The plan should properly identify the extent of the need and drive housing developments targeted at the results, otherwise it is just 'pie in the sky'.

Officer response:

Para 1.89 highlights current issues some sectors of the community have in gaining access to mortgage finance that consequently has an impact of increasing demand for private and social rented housing. This is one element within the context of a range of unmet housing needs for the whole community, many of which are leaving the borough and choosing to live elsewhere where executive-style housing is available. The full range of identified needs are set out in the Local Plan, and fully detailed in the Housing Background Evidence Paper and the Strategic Housing Market Assessment that have been used in the preparation of the plan.

DLP37**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Section 1.45 - States that "to the south of Marske, a new community will be created through the development of significant area of mixed housing alongside new community facilities". This requires reflection: the proposed development is not wanted by the residents. A "new" community sounds very separate, if any development goes ahead it should be integrated. Significant work on flood prevention/planning should be carried out before anything is decided. I would suggest that residents across the borough should be asked where they would prefer new housing developments to be sited, and under what circumstances.

Officer response:

The site identified to the south of Marske is a critical site for delivering the overall strategy of retaining our existing level of population, and meeting identified housing needs. There have been a number of public consultations seeking views on the location of new housing and no more appropriate options have been put forward to the Council. The creation of a new community is a key project in the Council's Regeneration Masterplan. We will continue to work with the landowners and developers to ensure development proposals are appropriately linked to the existing community at Marske.

DLP36**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Section 1.25 - I would like to see an explanation for the rather large local increase in households, in the context of a relatively large decline in the local population: it does not make sense.

Officer response:

The number of households is increasing due to a number of factors, principally people are living longer and household sizes are getting smaller - there are more couples and single person households as well as increased pressure arising from divorces. Government statistics indicate that if our population continues to decline at a similar rate (approximately 400 per annum) there will still be an increase in housing demand of 200 additional households per annum.

INTRODUCTION

DLP647

Full Name: Mr John Wilkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Regional Spatial Strategies are no longer in effect, so why on Page 8 Para 1.8 still refer to our spatial strategy? The IDP, which sets out the infrastructure required, will continue to be updated alongside the preparation of the Local Plan. How can we the public be expected to wait until April 2014 to contribute to something still being updated? It is well recognised that Marske is a village and wishes to remain as is. I hope the housing allocation to the South of Marske can be removed. Why a new community and current outline plan not offering new community facilities. Statement at 1.73 on new ASDA store at Skelton just another one of a number presenting what you see as achievements and justifying action. Tees Valley Unlimited and ONS population figures show a reduction in population and large increase in retired people. Your plans are at odds with need. Can the types of statements related to affordable housing at 1.88, and others which follow, be justified taking due consideration of Local Government Act 1986 and the related Code of Recommended Practice on Local Authority Publicity as revised by the Secretary of State on 2 April 2001 "A local authority shall not publish any material which, in whole or in part, appears to be designed to affect support for a political party." 1.89 A continued lack of access to mortgage finance and the requirement for home buyers to provide larger deposits means that many households are still unable to become owner-occupiers. If you are allowed under statute to include, must on balance include at least regard to Government Policies with Help to Buy! Why after at least three years is there still no Coatham Masterplan? The allocation should be removed. The Strategic Flood Risk Assessment (2010) must be seen as well out of date when you consider flooding in the Borough. Redcar, Marske and New Marske are being included for future House building. Previous attempts to deal with excess surface water drainage/storage has failed. The necessary infrastructure should be in place and any Flood Risk Assessment should have been carried out with due regard to Housing Proposals already in receipt of Planning Approval as well as large scale Industrial/Commercial development in East Cleveland.

Officer response:

The reference to spatial strategy at para.1.8 relates to the spatial strategy for the future development of Redcar and Cleveland, i.e. that contained in the Local Plan. The reference is unrelated to Regional Spatial Strategy. A draft Infrastructure Delivery Plan (IDP) to support the implementation of the Local Plan was produced in September 2013. This formed part of the background evidence base and was available on the Council website throughout the consultation on the draft Local Plan. Infrastructure providers will revise their plans over the proposed timescale of the Local Plan and planned provision and subsequent infrastructure requirements will evolve. The IDP will therefore be updated to reflect changes. Whilst it is noted that the scale of the development south of Marske would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy requires the provision of community facilities to support the development. Text at 1.73 provides background and context on our town and district centres, and explains that since the retail study was undertaken a new food store has opened to meet need identified in the study. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to provide for the needs identified in the Strategic Housing Market Assessment. Text on affordable housing at 1.88 provides a factual background information on the factors affecting the need for affordable housing in the borough. It is not considered that this could be classed as material designed to affect support of a political party. The Council continues to support the regeneration of Coatham and is committed to producing a masterplan for the area. It is therefore considered appropriate to designate the site within the Local Plan. In addition to considering the findings of the SFRA, the Council has worked closely with Northumbrian Water Ltd. and the Environment Agency to ensure that development is located in areas at least risk of flooding. The latest flood risk maps from the Environment Agency have also been used. As part of any planning application appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required to show that not only can flood risk be mitigated on site but that flood risk will not increase the surface water or groundwater flood risk elsewhere.

INTRODUCTION

DLP138**Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The premise that increased housing provision will drive an increase in jobs is flawed. To reduce out migration we need an area people want to live in and jobs for them to do. Before building new unaffordable housing we need to ensure that existing stock is taken up, new build when required is instigated in line with real demand on brownfield sites first before moving onto vanity sites with high (potential) Council Tax yield (only IF they are occupied) in the green belt. The Draft Plan appears to be ineffective as the Marske Housing plans flies in the face of many of its 'safeguards' - if these cannot be observed why support any of it?

Officer response:

The overarching strategy that underpins the Local Plan is retain our existing population. Our evidence base demonstrates that over the last 10 years (and longer) there has been continued trend of population decline as economically active people choose to leave Redcar and Cleveland and buy houses elsewhere in the Tees Valley. This indicates that we do not have an appropriate supply of housing to meet the needs of our residents. The housing allocations have been prioritised on suitable brownfield land. However, there limited development opportunities on such land to allow sufficient housing to be developed to meet our identified needs, and greenfield sites will be required across the borough.

DLP823**Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Sport England supports the vision where it states 'residents and visitors alike will be more active and have access to quality sport and recreation facilities. Support is also given to para 1.103, which states the intention to ensure that developments are supported by adequate provision of open space, sport, recreational and community facilities. However, the overall soundness of the Local Plan is challenged on the basis that it is not compliant with the NPPF, in particular as it considered to be based upon an out of date evidence base, namely the Playing Pitch Strategy (2011) and the Leisure Needs Assessment (2007). Should have used the document entitled 'Redcar & Cleveland Borough Council Leisure Provision Strategy 2011'.

Officer response:

Support for part of the vision and para 1.103 is noted. The evidence base will be reviewed in finalising the Local Plan.

DLP636**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We are keen to work with the Council to ensure that it takes forward a sound, realistic yet aspirational Local Plan that can meet the ambitions of the Borough and its residents. Persimmon Homes would like to fully endorse the representations made on behalf of the Home Builders Federation. We would like to take this opportunity to re-emphasise our own concerns with the document whilst also reiterating our philosophy to work with Local Authorities to produce sound, deliverable plans. Persimmon Homes support the HBF representations which requests that earlier within the document greater clarity is provided as to the plan period. It is also important that the council ensure that as a minimum the plan covers a 15 year period, in accordance with paragraph 157 of the NPPF to take account of longer terms requirements of the Borough. Persimmon Homes generally support the Vision and Objectives set out within the Introduction of the document. However, we do consider that the vision should reiterate paragraph 47 of the NPPF's need to 'boost significantly the supply of housing'. The interrelationship between the economic growth objectives and the role significantly boosting the supply of housing can play within this is iterated at paragraph 1.78 of the Draft Local Plan and is supported by Persimmon Homes.

Officer response:

Endorsement of HBF comments is noted. We consider that the plan period is clearly set out as being a 15 year period from 2014/15 to 2028/29. However, to ensure that the plan will cover a minimum 15 year period from adoption, we will change the end date to 2030. General support for the vision and objectives is noted, and it is considered that the priorities set out are appropriate and NPPF compliant as well as fully reflecting the Council's Corporate Plan ('Our Plan'). Support for the recognition of the relationship between housing and economic growth is also noted.

INTRODUCTION

DLP527**Full Name:** Anna Turley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

I welcome the publication of the Local Plan for Redcar and Cleveland. This is an important document for setting a strategic vision for our borough, and it is vital this document strikes the right balance between supporting economic development and enabling our communities to thrive and prosper, whilst ensuring the natural beauty and unique character of our area is preserved. I hope that the spirit of 'localism' that the Plan pays tribute to will mean that the response and feedback from the community will be truly reflected in the final document, and that the final plan is one that has been developed with the community, not one that is felt to have been done to them. Community Infrastructure Levy (1.112) I note there are no plans to charge a community infrastructure levy (CIL) on new development. I would have thought that any opportunity would be welcomed to raise finance for the benefit of key community infrastructure such as transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres that the CIL can provide. I would be keen to know whether the viability assessment that led to this decision is published.

Officer response:

Support for the preparation of the Local Plan is noted. CIL is not being pursued due to viability concerns, as recommended by the 'Whole Plan Viability Testing' study (2013). This concluded that the projected revenue from CIL would be less effective in delivering necessary infrastructure than using the established mechanism of Section 106 Agreements. This study is available on the Council's website at www.redcar-cleveland.gov.uk/localplan. We will continue to review the appropriateness of implementing CIL in Redcar and Cleveland and may seek to implement the levy should viability conditions improve.

DLP1224**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Vision for Redcar and Cleveland 1.45 SUPPORT The RSPB welcome the intention to continue to protect and enhance biodiversity and the distinctiveness of the borough's coastline and countryside. Suggest addition. 1.61 OBJECT The RSPB consider further planning required to ensure that industrial expansion is compatible with the area's protected wildlife populations. Some of the area is designated as part of the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar Site. However, other non-designated sites are functionally linked to the SPA by providing foraging and roosting sites for SPA species. Allocated Development Limits within the Draft RCBC Local Plan could potentially result in applications for developments, which alone, or in combination, could have an adverse effect on the integrity of Natura 2000 sites within the influence of the borough. Development should be avoided in such functionally related areas around the SPA; please see objection to Policy SD 3 Development Limits. Cross-boundary combination effects with other local plan documents in the HRA have not included consideration of the land allocations by Stockton Borough Council, or combination effects on the Teesmouth and Cleveland Coast SPA. 1.62 OBJECT The expansion of Teesport must take into account the need to ensure effective protection of the Teesmouth and Cleveland Coast SPA and Ramsar site and the bird populations for which it is notified, including where they occur outside the SPA boundary; please refer to previous comments. Any appropriate assessment should take account of the likely impacts of other developments and plans upon the SPA, particularly within RCBC, Hartlepool BC, Stockton BC and Middlesbrough BC. Outcome 3: Improve quality of life 1.97 SUPPORT The RSPB welcome the recognition given to the coastline and world class natural environment as assets which contribute to the quality of life enjoyed by existing residents, future generations and help to attract new investment. Designated sites provide a core for wider wildlife tourism and help to attract new investment. Designated sites provide a core for wider wildlife tourism opportunities and ecosystem services, contributing to the attractiveness of the borough.

Officer response:

Support of vision noted, wording will be updated to in accordance with suggestion. Policy ED6 'Protecting employment areas' already requires proposals to demonstrate that there will be no significant adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites either alone or in combination with other plans and programmes.

INTRODUCTION**DLP341****Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

page 13 1.40 What is meant by housing market failure? What evidence exists to quantify that this statement is not just a 'strategic aim' but has substance? 1.41 the written affordable housing policy conflicts with the verbal assurances given at full Borough Council meetings, specifically on 24.10.13. page 17 What powers will be introduced to 'safeguard and improve buildings of cultural and historic importance'? page 26 1.93 the division into sub-areas requires revisiting. page 27 1.94 Redcar and Saltburn are listed as sub-areas. There is no mention of New Marske and Marske, which are substantial habitations in their own right. pages29/29 Reference is made to improvements in bus and rail services. the extensive building at Skelton has not been accompanied by improvements in infrastructure nor services. there is further housing development planned for Skelton. The proposed rail extension of the Middlesbrough Line past Saltburn has not taken place and is not scheduled to take place on any predicted date within the Local Plan lifetime. page 31 1.111 The Tees valley Strategic Infrastructure Strategy does not mention any improvements planned for Four Lane Ends. At this junction traffic has to cope with a significant incline leading to a set of traffic lights. With more developments of housing and 'industry' in East Cleveland planned, this already taxed junction needs to be addressed.

Officer response:

Housing market failure is an issue in some areas of the borough where neighbourhoods no longer meet the housing aspiration of the residents. In areas such as Greater Eston efforts have been made to reduce the over-supply of obsolete and unpopular housing. The Redcar & Cleveland Housing Strategy explains the actions the Council will take to address these strategic aims. The affordable housing policy requires all new housing development of 15 houses or more to provide a minimum of 15% of on-site housing as affordable units, or for development below this threshold a 15% on-site affordable housing contribution will be required, apart from the Greater Eston sub-area where will be no affordable housing requirement. This percentage was decided so as not to stifle overall development while contributing towards identified needs. Policies HE1 and HE2 will help to protect and enhance the borough's heritage assets, including buildings of cultural and historic importance. Policy TA2 includes the requirement for any strategic or significant development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport and improve transport choice, including cycling and walking. The proposed rail extension has been included in the Local Plan as it remains a long term aspiration. The division into sub-areas at 1.93 is established through the Strategic Housing Market Assessment (SHMAA). If necessary these areas will be updated in the next review. For the purpose of the SHMAA figures for Marske have been included with Redcar and New Marske with Skelton. Policy TA3 supports the improvements of public transport links, including to bus and rail services. The impact of planned future development on the transport network was considered by transport consultants and has been used to inform any needed infrastructure improvements.

INTRODUCTION**DLP11****Full Name:** Mr Michael Watson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Flooding is a major issue which is not being dealt with through the plan.

Officer response:

The Local Plan reflects the approach set out in the National Planning Policy Framework (NPPF) by requiring development proposals to be designed to take account of flood risk (Policy SD 4(l)) and to manage surface water (SD 4(m)). In addition, in assessing potential site allocations, we have taken into account flood risk and each site's ability to achieve development within the context of avoiding areas of flooding, or including satisfactory mitigation measures can be implemented. The Local Plan has been informed by the Redcar & Cleveland Strategic Flood Risk Assessment. All planning applications on land that has been identified to be at risk of flooding will be required to follow the approach set out in the NPPF, and some developments will need to be accompanied by a Flood Risk Assessment a Drainage Strategy, which will need to be approved by the SuDS Approving Body. The Council has also prepared a Surface Water Management Plan for Redcar, which has been taken into account when developing the Local Plan policies. To provide further guidance on flood risk, a policy will be developed and included within the Local Plan on flood risk management.

DLP125**Full Name:** James Copeland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We welcome the authority's acknowledgement within its vision and approach "We will make good progress in delivering sustainable and inclusive communities throughout the borough... The borough's economy will encompass innovation and technological changes, particularly in the renewable energy." While the acknowledgement of the rural economy is also welcomed, "The wider rural economy will have grown and strengthened, particularly in the tourism sector", the rural economy also includes food production, and the inclusion of this would be appreciated.

Officer response:

Support for the vision is noted. Local Plan will be revised to make reference to food production.

INTRODUCTION

DLP203

Full Name: Mr S M White
Organisation: Campaign for the Protection of Rural England (CPRE)
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

1.58 Whilst acknowledging your estimate of 7,000 jobs at Teesport is this a reality in a declining economy? R&C should aim to develop inner areas rather than green field in order to achieve a low carbon economy and help meet climate change targets. Inner areas are currently under trading so need to be made more vibrant and attractive. This would be preferable to more supermarkets on the fringes eg Tesco at Eston and Asda at Skelton which are reducing trade and threatening livelihoods. 1.82 We believe that there is a need for more smaller houses and bungalows to meet the needs of single people, the retired and young couples seeking starter homes. Too much emphasis is placed on 4 bedroom executive properties. 1.89 If this is correct why pursue so much new build? 1.101 The DLP states that studies have found positive psychological benefit associated with enhanced access to nature and even viewing a natural scene can rapidly lower anxiety and stress. This being the case the Council should avoid turning the Borough into a forest of wind turbines such as is threatened for Eston Hills and its environs.

Officer response:

One of the most important outcomes for the Council is to help grow our economy and create more jobs. It is recognised that the Regeneration Masterplan sets out ambitious targets and the Local Plan aims to support this. However, it is also recognised that not all of this may be achieved. We have, therefore, also drawn on evidence of the 'Whole Plan Viability Testing' study to ensure that we are planning for a level of economic development, and associated housing development, that is likely to be delivered during the plan period. However, should there be more jobs created, there is sufficient flexibility within the proposed policy framework to accommodate some additional development. We will continue to monitor and, if necessary, review the Local Plan to reflect this. With regards to housing types, the Strategic Housing Market Assessment provides us with a robust indication of the housing types required to meet local needs. Development proposals will be required to meet these requirements. Re: 1.89 - access to mortgage finance is problematic for certain sectors of the community, and new affordable housing is still required to meet their needs. We also expect access to finance to improve during the plan period. Re: 1.101 - we have a significant area of countryside, much of which will not be suitable for development - including wind turbines. However, it will be necessary to deliver renewable energy schemes, in accordance with the government's aims. We believe the approach set out in the Local Plan will help ensure that on-shore wind turbine developments are only permitted in appropriate areas whilst protecting the most attractive countryside locations.

DLP215

Full Name: Mr S M White
Organisation: Campaign for the Protection of Rural England (CPRE)
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

To grow our economy and create more jobs presents a monumental task. Long term decline in local industries and thousands of redundancies, with resulting population decline. Although the UK economy appears to be slowly improving it is still a challenging time for service and industrial companies, with little evidence of new business heading in R & C's direction. To develop great places to live & Improve quality of life - if these are to be achieved then the Council needs to look again at some of it's proposals. The green corridors between towns and villages are reducing. We would have liked to see more definitive barriers between communities so that the encroachment/urban sprawl is prevented and a sense of place is retained within individual communities. This could be done with proper green wedges rather than narrow landscaped corridors. There seems to be no restriction on house building, nor is there any policy regarding the location of wind turbines. The result is that we are in grave danger of living in a concrete jungle of housing interspersed with a wind farm forest. The council continues to build on the green field sites around Guisborough and is intent on major housing in building in Marske, Skelton and Nunthorpe, as well as smaller developments elsewhere in the Borough. Eston Hills are threatened with ruination by huge wind turbines. None of this is conducive to an improved quality of life or the Borough being a great place to live.

Officer response:

It is recognised that the strategic aims of the Council, and the Local Plan, are ambitious. However, we are aiming to put appropriate policies in place to provide the right conditions to achieve population retention, economic growth and job creation. In order to ensure we plan for sufficient development to achieve our strategy, it is necessary to identify sufficient developable land, including greenfield sites on the edge of settlements. There are also a number of policies to ensure that settlements will remain separate, including green wedges, strategic gaps and development limits. Policy SD6 sets out the criteria by which wind turbine proposals will be considered. It is considered that the approach set out in this policy is the most appropriate for delivering the correct balance of allowing some development whilst protecting the most sensitive landscape areas.

INTRODUCTION

DLP170**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We suggest that the Evidence Base for the Plan should also include documents relating to the review of the Borough's ecological resource in order to demonstrate comprehensive and up to date data has been used to produce the Plan. These might include the Council's own LDF paper on Local Sites, the Tees Valley Geodiversity Action Plan and the Tees Valley Local Nature Partnership's Local Sites Selection Criteria.

Officer response:

The evidence base will be updated and the Local Plan reviewed accordingly.

DLP517**Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The HBF is supportive of the Council undertaking a review of its Local Plan. It is considered that this is especially important given the significant changes to the national planning policy context since the adoption of the Core Strategy in July 2007. The plan period is suggested to be 2014/15 to 2028/29, this confusingly only relates to a 14 year time period. It appears adoption is unlikely to take place until December 2014 at the earliest; therefore, the plan period will be less than the recommended 15 year time frame (NPPF paragraph 157). To provide greater clarity to the plan it would be useful if the dates were clearly stated in the introductory paragraphs. Establishing the plan period is essential for the purposes of calculating the housing requirement, the housing trajectory, the five year land supply, and consideration of whether it is necessary to address any backlog in delivery. Therefore, a more suitable end date for the plan may be 2030. In preparing a 'Duty to Co-operate Statement' it is important that the Council identifies how it has worked constructively with other bodies to overcome issues raised. I draw the Council's attention to the draft National Planning Practice Guidance (NPPG) which states that 'it is unlikely that this (the duty) can be satisfied by consultation alone' and that 'inspectors will assess the outcomes of the co-operation and not just whether local planning authorities have approached others'. The issue of housing delivery is a strategic priority for Government and in compliance with NPPF paragraph 178 it is essential the Council provides evidence of joint working on this issue. The joint SHMA is noted, it is important, however, that the Council clearly identifies what actions have arisen from this and other housing work. The HBF is generally supportive of the Council's proposed vision. Particular support is provided for the vision to improve the economy, provide a choice of good quality housing and attracting the economically active to live in the area. The recognition of the important link between housing and economic growth in paragraph 1.78 is welcomed. The HBF does, however, consider that the plan could go further in promoting housing growth within the area through more positive policies. This point is expanded upon in our comments against other policies in the draft plan. The HBF is supportive of the identification of providing a 'good range and quality of housing' as a plan priority in outcome 2. This could be strengthened by amending the priority to read 'Provide a good range and quality of housing to fulfil the current and future needs of the area'. The suggested amendment would more closely align the outcome with the requirements of the NPPF to provide for the full objectively assessed housing needs of the area.

Officer response:

Support for Local Plan review noted, as is the support for the housing aspects of the vision and the recognition of the link between housing and economic growth. 2014/15 to 2028/29 is a 15 year period. However, to ensure that the plan will cover a minimum 15 year period from adoption, we will change the end date to 2030. Comments on duty to cooperate statement are noted. The priorities of Outcome 2 reflect the wording of the Council's Corporate Plan ('Our Plan') and as such will not be amended.

Section/Policy**1****INTRODUCTION**

DLP307**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support the approach to set out a strong vision from which to build the Local Plan. We are pleased to see recognition for the Borough's rich biodiversity and natural habitats in the vision and that these will be protected and enhanced. However, we think that the vision should also recognise the value of these natural assets to the Borough in terms of attracting investment and tourism and in the quality of life of residents.

Officer response:

Support for the vision is noted. Agree that the natural environment of the borough is important for attracting investment and tourism, as well as having a positive impact on residents' quality of life. Vision will be amended to reflect this.

DLP303**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We suggest that the evidence base for the plan should also include the Tees Valley Local Nature Partnership's Local Sites Selection Criteria and the Tees Valley Geodiversity Action Plan in order to demonstrate that comprehensive and up-to-date data has contributed to its compilation.

Officer response:

The Tees Valley Local Nature Partnership's Local Sites Selection Criteria and the Tees Valley Geodiversity Action Plan will be included within the evidence base for the Local Plan, and the Local Plan will be reviewed within the context of this.

DLP336**Full Name:** Mrs J Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Outcome 3 - Improve Quality of Life: Would like to see the problems experienced at the eastern end of Redcar High Street [noise, anti-social behaviour etc.] resolved to improve residents quality of life. Would like residents to be fully consulted about planning issues. The eastern area of Redcar High Street could be a 'heritage sector' with two listed buildings, Zetland Museum, some fishermens cottages, Yorkshire cobbles etc.

Officer response:

Any applications for future developments will take into account the impact on the amenity of neighbouring occupiers. The hot food takeaway policy sets out criteria for controlling these uses, which have previously been focused around the eastern end of the High Street in Redcar. Whilst there are no specific plans to create a 'heritage sector' within the plan, this type of scheme could be delivered within the proposed policy framework should it be forthcoming.

INTRODUCTION

DLP405

Full Name: Emma Thornton

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

As a working mother from a young household in which both parents are employed home owners we would be considered to be the 'economically active' that you wish to attract to live in the borough, however if the current plans for Marske were to go ahead this would make us much more likely to move away from the area. This would greatly sadden me as I have spent my whole life living in Redcar and Cleveland and love the area, however the prospects for my child's future health, wellbeing and quality of life would most likely make a move a necessity if the plans to destroy the beauty and character of the area were to go ahead. I thoroughly agree with the quote 'The special character, biodiversity and distinctiveness of the borough's coastline and countryside will continue to be protected and enhanced. The diverse and high quality environment is rich in wildlife with unique geological features and can be enjoyed by local communities and visitors through a network of pedestrian, cycling and equestrian routes linked to urban areas' -these are the reasons we choose to live here and not in Ingleby Barwick! However I fail to see how the current development plans will 'ensure efficient use of finite resources, thereby leaving a positive legacy to our future generations' as suggested in the plan. Good agricultural land and greenfield sites are finite resources and the current plan is determined to destroy these in great number in both Marske and Guisborough. I do not believe the plan is 'considering the impact on local communities and ensuring that the borough builds on its own unique strengths and assets' as it claims it will. I feel that the only people who will benefit from the development are the property developers and not residents of Redcar and Cleveland. I fail to see where the projected demand for this housing is coming from - I see no evidence in the plan, only talk of 'declining populations' and 'ageing population' so why destroy the 'the outstanding, natural and built environment of our coast and rural areas' to line the pockets of developers and halt the sale of older properties even further? The plan is full of contradictory information and needs severe rethinking on the part of the council. It appears to pay lip service to what the residents, who the council are paid to represent, need and want, but then plans to do the exact opposite?

Officer response:

The Local Plan aims to identify sufficient land to meet development needs over a 15 year period. These needs must be balanced against the need to protect the countryside. The available evidence demonstrates that insufficient housing has been developed in Redcar and Cleveland resulting in many people choosing/having to leave the borough and live elsewhere. At the same time, households in the borough are getting smaller and people are living longer putting greater pressure on our housing stock. Our aim is to ensure that enough housing is developed to retain our existing population and meet the needs of our residents. In order to develop sufficient housing to achieve this, it is necessary to identify greenfield housing sites that are likely to be developable. We would like to ensure that all of our population has the opportunity to remain in Redcar and Cleveland.

DLP419

Full Name: James Reid

Organisation: Barratt Developments Plc

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Barratt Developments Plc (BDW) supports the Council's decision to prioritise the provision of a "good range and quality of housing" throughout the plan period. This could be strengthened by amending the priority to read "Provide a good range and quality of housing to fulfil the current and future needs of the area". This would closer align the Outcome with the requirements of the NPPF to meet the full objectively assessed needs of the area. We note that Table 3 on page 26 demonstrates the annual affordable housing requirement in Redcar and Cleveland throughout the forthcoming plan period. This data is taken from Table ES1 (p8) of the 2012 Tees Valley SHMA, which only forecasts the annual need between 2012/13 and 2016/17. As the plan period is proposed to run until April 2029, we recommend RCC undertake further study to establish a total need for the borough.

Officer response:

Support noted. The priority to provide a 'good range and quality of housing' is taken directly from the Council's Corporate Plan ('Our Plan') rather than being a specific priority developed by the Local Plan. Para 1.79 does go on to explain that 'Our core ambition over the next 15 years is to improve Redcar and Cleveland's offer of high-quality, well-designed, affordable and aspirational homes in locations which support sustainable economic growth and vibrant, mixed communities in places people choose to live'. Table 3 is taken directly from the Strategic Housing Market Assessment (SHMA), which provides an indication of affordable housing requirements in Redcar and Cleveland. Policy H4 explains how affordable housing will be delivered through the planning process. Given the changing nature of affordable needs, it is not considered appropriate for a SHMA to cover a period of more than 5 years. Should a future review of the SHMA identify changes to the affordable housing requirements of the borough, this will be taken into account through the planning process and will influence any future review of the Local Plan.

INTRODUCTION

DLP874

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The Agency is generally supportive of the Plan's vision and aspirations to guide development towards sustainable locations and ensuring that it is supported by a comprehensive infrastructure network. However, the Vision gives little consideration to manage travel demand, reduce congestion and ensure that the transport network operates efficiently and is capable of supporting the Plan's growth aspirations. It should also deliver sustainable transport improvements, such as to public transport, walking and cycling services and facilities, as a means of encouraging a modal shift to more sustainable modes and to reduce the need to travel by private car. The Agency is generally supportive of the intended Outcomes that have been used to shape the Plan's strategy and policies, although by leaving the detail to the supporting text, it makes it difficult to relate the relevant details to the corresponding 'Plan Priorities', which are relatively vague for development plan objectives. With regards to Outcome 1, paragraph 1.58 of the supporting text makes reference to the generation of 14,000 new jobs over the lifetime of the plan, with 78ha of land to be safeguarded for general industrial development. Further detail is also provided in relation to the Tees Enterprise Zone sites, which is welcomed. However, the overall intentions for future housing development are not referred to in Outcome 2 or the supporting text. The inclusion of the overall housing target within the Plan Priorities would help to provide a clearer indication of the development aspirations that will be forming a key objective of the plan. Again, with regards to Outcome 3, whilst the intention to improve transport and access can be supported, it is relatively vague and it is not clear what the objectives are without sifting through the supporting text. However, it is noted that paragraph 1.104 recognises the need to manage the pattern of growth and ensure that major development is directed to the most sustainably accessible locations which can 'make best use of public transport and other sustainable transport options', which the Agency supports. Paragraph 1.105 also states that the Plan outlines a number of measures and improvements to sustainable transport provisions, with the aim of improving sustainable accessibility within the borough and beyond. Again, this can be supported, but would provide a clearer picture of the intentions for improving transport and access if presented under Outcome 3. The Agency welcomes the recognition of the importance of ensuring a coordinated and proactive approach to the planning of critical infrastructure is followed and as recognised in paragraph 1.110, this is particularly pertinent for new or improved infrastructure which may be required to support the delivery of strategic sites that are critical to the delivery of the overall strategy. The intentions for the Infrastructure Delivery Plan defined in paragraph 1.110 are therefore supported. The Agency is also supportive of paragraphs 1.123-127 which detail the requirements and intentions for transport infrastructure and the evidence base used to support the implementation of improvement schemes. The priority areas identified in paragraph 1.126 which include 'tackling capacity pinch points on the strategic highway network where new development is being delayed or prevented; improving reliability of the highway network through the Network Management Strategy; and deliver of the Tees Valley Bus Network Improvement Programme', are particularly supported and therefore as mentioned above, it is considered that Outcome 3 would benefit from including reference to these priorities. Finally, paragraph 1.127 identifies that a study has been commissioned to assess the impact of the Plan's development proposals on the transport network and to identify and evaluate potential mitigation measures which may be required. As this report was not available at the time of preparing these comments, no detailed consideration can be given as to whether this study appropriately considers the implications of Plan's proposals on the SRN. The Agency's interest in the study relates to the following issues:

- does the study also consider the impact of proposals on the operation of the Strategic Road Network (SRN)?
- does the study relate to all development proposals or simply the housing elements (which are referred to in the title of the study in the footnote to page 34)?
- does the study appropriately reflect the development proposals of both authorities latest Local Plan documents?
- does the study identify any improvement measures that are ultimately then identified in the Local Plan policies / IDP and does the study justify that these measures are able to provide the level of required support? Whilst the opportunity to review the Model Assessment Report would assist with addressing these issues, it should be noted that the Agency has initiated a Strategic Road

Officer response:

General support of the Plan's vision and aspirations to guide development towards sustainable locations, supported by a comprehensive infrastructure network is noted. Vision will be updated to include the need to manage travel demand, reduce congestion and ensure that the transport network operates efficiently and is capable of supporting the Plan's growth aspirations. Reference will also be added to delivering sustainable transport improvements. General support of outcomes noted. The priorities listed were are from the Council's Corporate 'Our Plan' 2013-2018. The supporting text explains how the Local Plan will deliver outcomes through the Local Plan. The Plan's Implementation and Monitoring Framework has been updated to link policies to overarching outcomes. Intentions for future housing development and housing target are covered in the relevant policies and it is not considered necessary to repeat these in outcome 2. Similarly it is not considered necessary to update outcome 3. Support of the intentions for the Infrastructure Delivery Plan noted and support of paragraphs 1.123-127. The study considers the impact of the proposals within the Local Plan on the operation of the Strategic Road Network and considers all strategic development, such as economic development and not only housing. Where the study has identified improvement measures to facilitate development this is included within relevant plan policies.

INTRODUCTION

Infrastructure study looking specifically at the combined impacts of both Redcar & Cleveland and Middlesbrough's emerging Local Plans. As part of this work the Agency will review the report, utilising the information within the study to inform the development of an evidence base to identify the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the Plan's development proposals. Throughout this process, it will be the Agency's intention to continue to liaise with both authorities as the study is progressed.

DLP431

Full Name: Angela Atkinson
Organisation: Marine Management Organisation
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The MMO has reviewed the document and would suggest that, alongside the references already made to the National Planning Policy Framework, reference also be included where applicable, to the Marine and Coastal Access Act (2009), Marine Policy Statement, Marine Plans and Licensing, in order to ensure that all relevant regulation is covered. The Marine and Coastal Access Act 2009 created the Marine Management Organisation with cross-party support, with the aim of delivering the UK Government's vision for clean, healthy, safe, productive and biologically diverse oceans and seas. The Marine and Coastal Access Act can be found on line at <http://www.legislation.gov.uk/ukpga/2009/23/contents>.

Officer response:

The Local Plan will be revised to make reference to the Marine and Coastal Access Act (2009), Marine Policy Statement, Marine Plans and Licences.

SUSTAINABILITY AND DESIGN

DLP1225		Comment summary:	Officer response:
Full Name:	Neil Douglas	The RSPB welcome the inclusion of a definition and explanation of sustainable development in the Local Plan.	Support noted.
Organisation:	RSPB		
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP801		Comment summary:	Officer response:
Full Name:	Mr Alan Hunter	Local Plans should include strategic policies to conserve and enhance the historic environment of the area and guide how the presumption in favour of sustainable development will be applied locally. Policies need to be clearly strategic, otherwise they may be overridden by Neighbourhood Plan policies. If the policies delivering heritage conservation may be overridden then the Plan cannot be confidently predicted to deliver development needs sustainably throughout the Plan period.. A statement clarifying matters should be provided in order to satisfy NPPF paragraphs 184 and 185 (see letter for full comments).	A statement setting out the strategic policies will be prepared alongside the revised Local Plan.
Organisation:	English Heritage		
Agent Name:			
Agent Organisation:			
Submission type:	Letter		
Agree with section?:	No		

Section/Policy**Policy SD 1****Sustainable Development****DLP875**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

The Agency is supportive of the general principle of taking a positive approach towards the presumption in favour of sustainable development as promoted by the National Planning Policy Framework and the intention to engage proactively with applicants to find solutions to proposals to secure development in the borough.

Officer response:

Supported noted.

DLP1133

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Natural England welcomes the inclusion of the Planning Inspectorate Model Policy on the Presumption in Favour of Sustainable Development to form Policy SD1: Sustainable Development.

Officer response:

Support noted.

DLP1271

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Taylor Wimpey support the inclusion of draft Policy SD1 (Sustainable Development) as it accords with national planning guidance.

Officer response:

Supported noted.

Section/Policy**Policy SD 1****Sustainable Development****DLP427****Full Name:** Craig Barnes**Organisation:** Gladman**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Gladman support the inclusion of policy SD1 that reflects the presumption of sustainable development outlined in para 14 of the Framework "to approve development proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole or specific policies in the Framework that indicate development should be restricted as outlined in footnote nine."

Officer response:

Supported noted.

DLP378**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy SD 1 states, when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. Our client supports the criteria set out within Policy SD 1 which is broadly in line with the NPPF.

Officer response:

Supported noted.

DLP787**Full Name:** Mr Andrew Guyton**Organisation:** Forewind Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Forewind supports Redcar & Cleveland's vision, in particular the support it provides for the development of renewable energy and associated infrastructure at Wilton International (Paragraph 1.45), the focus it provides to securing inward investment (Paragraph 1.57), the important role of critical infrastructure (Paragraph 1.106) and Council's presumption in favour of sustainable development (Policy SD 1). Forewind considers that the development of Dogger Bank offshore wind farm and associated infrastructure can play a significant role in supporting these wider policies.

Officer response:

Support noted.

Section/Policy**Policy SD 1****Sustainable Development**

DLP684

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:

Comment summary:

The Local Plan indicates that it has a pro-growth agenda. However further clarification is needed on how conflicts between economic growth and the impact on European sites or other sites of ecological resources will be resolved. It would be useful to know the significance and weight that the Council would give to each of the pillars of sustainability (economic, social and environmental). Would the Council consider allowing developers to offset any of these impacts.

Officer response:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

DLP342

Full Name: mr philip thomson
Organisation:
Agent Name:
Agent Organisation:
Submission type: Web
Agree with section?: In Part

Comment summary:

Para 2.17 What enforcement legislation will be in place to allow 'strictly controlled' to be a reality? Improving the energy efficiency of buildings is a key objective. Para 2.31 What enforcement will be in place to ensure that the measures taken in new builds will deliver the promises made? Can the same guidelines be used for extensions and refurbishments of existing properties/ Does this apply to all Local Authority and School building proposals? If the Building Regulations are supervised by independent Surveyors, can a report be expected for any work carried out on any building project? Policy SD5; Will it be Policy to ensure that Section 106, CIL or other planning policy implementation will benefit the immediate community where the development is taking place and not be utilised elsewhere?

Officer response:

"Strictly controlled" means directing development to sites within Development Limits. Only if there is a particular requirement to develop outwith development limits will development be allowed. This will be controlled through the development control process. In terms of energy efficiency standards, this will be enforced through the Building Regulations. If measures are required to mitigate the impact of development, the developer will be required to enter into a Section 106 agreement. This could include local on-site measures or strategic off-site measures. The Developer Contributions SPD, to be adopted in 2014 will set out further guidance for when the developer will be required to enter into an agreement. Mitigation measures can also be secured through planning agreements.

Section/Policy**Policy SD 2****Locational Policy****DLP379****Full Name:**

Organisation: West Midlands Metropolitan Authority Pension Fund

Agent Name: David Staniland

Agent Organisation: Knight Frank LLP

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Policy SD 2 states that Development will be directed to the most sustainable locations in the borough. In the settlement hierarchy, which will be used to guide development, Marske is identified as a conurbation. Overall this policy will aim to achieve a minimum of 60% of all new development taking place in the conurbation. Our client supports the Council's consideration of Marske as a conurbation. Development should be guided by an established settlement hierarchy that categorises each settlement based upon the level of services provided in each area. Marske is well served by local services and shops, and has employment opportunities at Longbeck Industrial Estate. Marske is also well served by public transport links, with two railway stations, linking the conurbation to Saltburn to the east and to Middlesbrough, Darlington to the west. The proposed development to the south of Marske would act as a natural extension to the conurbation, and would incorporate strong pedestrian links between the two locations. The proposal would act as a sustainable extension of Marske, a key objective of the NPPF.

Officer response:

Support noted.

DLP660

Full Name: Aidan Hamilton

Organisation: Bellway Homes (NE Division)

Agent Name: Neil Westwick

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

The sequential approach is unsound. The NPPF encourages the use of brownfield land but does not state that this is in preference to brownfield sites. Need to strike right balance between greenfield and brownfield sites to ensure delivery. Bellway suggest the sequential approach is deleted and a simple statement encouraging the use of brownfield sites is introduced. Strongly object to the locational strategy. The strategy will inhibit the delivery of housing delivery.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP1272

Full Name: Mr Iain Pay

Organisation: Taylor Wimpey North Yorkshire

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the locational strategy. It is broadly the same as in the LDF and the SA does not indicate why this is the preferred option. It does not provide sufficient flexibility to ensure housing needs can be met over the plan period. Heavily reliant on housing happening in conurbation where housing market is weak in large areas. A new approach should be adopted which looks at the sustainability and suitability of each settlement and an understanding of the differing needs and aspirations of the population and the Borough's housing market sub areas. Do not object to the principle of a settlement hierarchy, but Marske should not be included within the conurbation as it is physically separate from the main settlements in the urban area and has its own definable settlement character. Do not feel that development is directed to the most sustainable locations in the borough. Sustainable settlements such as Saltburn have very limited housing proposed. Additional housing allocations around the conurbation and some housing allocations in more settlements are required than currently proposed. As the largest and most sustainable settlement in the borough, more housing should be proposed in Redcar. More housing should be proposed at Saltburn. No housing is proposed at New Marske despite its size and sustainability credentials.

Officer response:

The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. The inclusion of Marske within the conurbation reflects the existing settlement hierarchy adopted through the LDF Core Strategy (2007), and no changes are being proposed through the Local Plan. All potential housing sites have been assessed and it is considered that the locational strategy can be achieved through the sites identified in the Local Plan. Other sites that have been rejected for allocation are considered to be less suitable.

Section/Policy**Policy SD 2****Locational Policy****DLP759****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

SD2 advises that regard needs to be had for others that safeguard land and/or buildings for nature and heritage conservation. Development, however, need not exclude or avoid heritage assets where repair, reuse and adaptation can remove them from risk, add value to a regeneration scheme and improve the appearance and character of the area.

Officer response:

The policy as worded requires that regard be had to other policies. This does not mean that development must exclude or avoid heritage assets.

DLP1319**Full Name:** Mr Steve Wharton**Organisation:** Northumbrian Water Ltd**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

NWL objects to the sequential approach adopted in draft Policy SD2 to development sites, with brownfield sites within the limits of development to be considered ahead of all other sites. Paragraph 111 of NPPF encourages the effective use of land by re-using land that has been previously developed. This does not mean that the potential development of brownfield land should be prioritised. The consequence of such an approach will be to inhibit sustainable land coming forward, such as land north of Middlesbrough Road which is within the settlement boundary. This will in turn inevitably impact upon delivery figures. It is vitally important that all appropriate sources of supply are promoted equally to ensure sufficient delivery, especially in the early period of the plan.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP572**Full Name:** Ann Higgins**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Disagree with the categorisation of Lazenby as a conurbation area, it is a Village and should be listed in the Villages category. Disagree with any proposed more housing development at Lazenby Village as it is now built down to the boundary of the Large Industrial Complex. Para 2.9 states that a conurbation area is where many local shops, local services and public transport links are: Lazenby is a village with NO PUBLIC TRANSPORT SERVICES AT ALL. NO OTHER SERVICES AND ONLY 1 SMALL VILLAGE SHOP. Development Limits - on Policies Map; States "to make clear distinction between the urban area and the countryside, to prevent urban sprawl. - The council in this local plan is creating uncontrolled urban sprawl with the proposed Marske large housing development.

Officer response:

The settlement hierarchy is the same as set out in the LDF Core Strategy (2007), which identified Lazenby as being within the conurbation. No changes are being proposed by the Local Plan. The Local Plan will establish the policy framework, including revised development limits, to distinguish between the urban area and the countryside and to ensure sufficient land is identified for development to meet identified needs.

Section/Policy**Policy SD 2****Locational Policy****DLP543****Full Name:** Gladedale Estates Ltd**Organisation:****Agent Name:** John Wyatt**Agent Organisation:** Signet Planning**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

It is not considered that the wording of Policy SD2, and, in particular, its reference to a sequential approach to development of sites to be in accordance with the provisions of the NPPF. Paragraph 111 of the NPPF emphasises that 'planning policies and decisions should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value'. In light of this while the NPPF encourages the reuse of previously developed land it does not prioritise its use over development on greenfield land. As such, reference to this sequential approach should be removed from Policy SD2.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP441**Full Name:** Carole A Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy SD2: It is difficult to see why Marske has been included with Redcar as part of the "Conurbation". It sits more naturally as an "East Cleveland Town" along with Saltburn. Our Parish Council is "Saltburn, Marske and New Marske", no mention of Redcar. Prior to 1974, Marske was included in Saltburn and Marske Urban District, not in the Borough of Redcar, those loyalties still exist.

Officer response:

The settlement hierarchy is the same as set out in the LDF Core Strategy (2007), which identified Marske as being within the conurbation. No changes are being proposed through the Local Plan

DLP428**Full Name:** Craig Barnes**Organisation:** Gladman**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy SD2 provides the framework to the Councils approach in meeting development needs. Gladman consider the approach to give priority to the development of previously developed land, and the limiting of development in the countryside to have no sound support in the Framework. Although para 111 of the Framework seeks to encourage the re-use of previously developed land, this should not be applied so that it constrains the delivery of sustainable and deliverable Greenfield sites from coming forward for development.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

Section/Policy**Policy SD 2****Locational Policy****DLP518****Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy SD2 is not considered to be consistent with the NPPF and therefore in its current format it is considered unsound. The policy identifies a sequential approach to development sites requiring brownfield sites within the development limits of the borough to be considered first. Paragraph 111 of the NPPF seeks to encourage the re-use of previously developed land, it does not prioritise such land. The NPPF clearly identifies the importance of housing growth and seeks to boost significantly (paragraph 47) its delivery. To ensure this is achieved it is important that the plan provides a balanced portfolio of sites which can be delivered over the plan period. The consequences of the proposed sequential approach in policy SD2 will be to inhibit sustainable greenfield sites from being brought forward this in turn will inevitably impact upon plan delivery. Given that the Council has under-performed against its previous plan requirement and has a residual shortfall of 1,062 against its current housing requirement, as identified by the November 2012 Annual Monitoring Report, it is essential that it seeks to promote the growth of all sustainable sites both greenfield and previously developed early in the plan period. It is therefore recommended that Policy SD2 be amended by deletion of the sequential approach and, if justified by viability evidence that previously developed sites could be brought forward within the plan period, be replaced by a statement to encourage the re-use of previously developed land.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP738**Full Name:** Valerie Halton**Organisation:** Conservative Group**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We object to the change from 70% urban : 30% rural development in housing, to 60% : 40%, implemented without consultation. The reason given for this, by an Officer, is that the developers do not want to build in the urban conurbation, nor do they want to build the smaller, less expensive houses that are needed, they want to build more expensive, larger ones in our rural areas. Acceding to the demands of the developers and not accounting for the needs of the population is unacceptable and will fundamentally change the character of the Borough. In all areas, the need is for smaller one person homes, to accommodate the increasing single and older population, as stated in 6.6, but thereafter ignored.

Officer response:

The locational strategy aims to ensure that at least 60% of new development is located in the conurbation. It is recognised that is lower than the previous aim of the LDF Core Strategy; however, it will ensure that the balance of development broadly reflects the existing population split, retaining a sustainable pattern of development whilst remaining viable and, therefore, compliant with the NPPF.

DLP1107**Full Name:** Mr Russell Moxham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Marske has been included as part of the conurbation and housing at Marske included in the draft Local Plan following representations from Knight Frank on behalf of the West Midland Pensions Fund. Residents views haven't been taken into account. Development is being proposed on greenfield rather than brownfield land. The distinctive character of Marske is recognised in the DLP so why does it seek to destroy this character.

Officer response:

Marske is included within the conurbation within the existing policy framework set out in LDF Core Strategy (2007) and no changes to this are being proposed through the Local Plan. A large number of housing sites have been assessed and it is considered that the most appropriate and sustainable package of sites for meeting our identified needs is being proposed through the Local Plan.

Section/Policy**Policy SD 2****Locational Policy****DLP420**

Full Name: James Reid
Organisation: Barratt Developments Plc
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

BDW does not consider Policy SD2 to be consistent with the NPPF in its current format. The policy identifies that a sequential approach shall be applied towards development sites with brownfield land within the settlement boundary being considered first. Paragraph 111 of the NPPF seeks to encourage the re-use of previously developed land, it does not prioritise it. Given that the Council has under-performed against its previous housing requirements resulting in a residual shortfall of 1,062 dwellings, it is essential that RCC promote the delivery of all sustainable greenfield and brownfield sites early in the plan period. The consequences of the proposed sequential approach in Policy SD2 will inhibit the delivery of suitable greenfield sites which shall impact on delivery and put the plan at risk. It is therefore recommended this policy be amended by deletion of the sequential approach and addition of a statement encouraging the re-use of previously developed land.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP1208

Full Name:
Organisation: The Gisborough Estate
Agent Name: Mr Rob Close
Agent Organisation: Strutt & Parker
Submission type: E-Mail
Agree with section?: No

Comment summary:

Object to the 60/40 split and feel the policy will inhibit sustainable sites in settlements such as Guisborough coming forward. The sequential approach goes beyond the NPPF and potentially prioritises the development of unsuitable or unsustainable previously developed land over more sustainable greenfield sites. In this context, whilst it would be appropriate to encourage the effective use of land that has been previously developed, provided that it is not of high environmental value, the policy should not set out a sequential approach.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites. The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. All potential housing sites have been assessed and it is considered that the locational strategy can be achieved through the sites identified in the Local Plan. Other sites that have been rejected for allocation are considered to be less suitable.

DLP1351

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: No

Comment summary:

NWL objects to the sequential approach adopted in draft Policy SD2 to development sites, with brownfield sites within the limits of development to be considered ahead of all other sites. This approach is not consistent with Paragraph 111 of NPPF encourages the effective use of land by reusing land that has been previously developed. NWL therefore request that the sequential approach is deleted from Policy SD2 and replaced by a simple statement encouraging the re-use of brownfield sites.

Officer response:

We do not agree that the sequential approach set out in Policy SD2 is inconsistent with the NPPF, and will continue to prioritise the redevelopment of previously developed land within development limits.

Section/Policy**Policy SD 2****Locational Policy****DLP1226****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Terminology used in relation to adverse effects on internationally designated sites varies between "significant effects" and "adverse effects" and "significant adverse impacts". The text needs to properly reflect the requirements of the Conservation of Habitats and Species Regulations 2010 (as amended), referring to "no adverse effects" (i.e. delete the word "significant"). Provision for the need for Appropriate Assessment for all development likely to have an adverse effect on a Natura 2000 site within Policy SD 2 is supported. This should be expanded to include that: "An Appropriate Assessment will be required for all development that, either alone, or in combination with other plans or developments, is likely to have an adverse effect on a Natura 2000 site." Please note that applying a blanket requirement for Appropriate Assessment to plan policies will simply defer any consideration of the viability of development allocations to the planning proposal stage and could lead to wasted resources being put into the preparation and submission of unviable applications, or lack of due consideration being given to the combined effects on Natura 2000 sites at the individual application stage. This approach can lead to serious doubts over the deliverability of the allocations and thus the soundness of the overall plan. At the scoping stage of this plan, the RSPB recommended investing in further data and evidence gathering to make informed and evidence-led decisions in the HRA: we are disappointed to note that the Council has not acted upon this recommendation. It should be noted that identifying suitable strategic mitigation ahead of allocating development land could address future issues with securing suitable mitigation land and support development within the borough. We recommend that a strategic masterplan for the conservation and enhancement of biodiversity is produced: this should include assessment of biodiversity assets within the borough and identification of appropriate management measures, a Recreation Management Plan and any other strategic mitigation considered necessary to ensure no adverse effects Natura 2000 sites and other biodiversity assets. This could be produced working with an appropriate nature conservation body. It is important to note that in order for mitigation for adverse effects on a Natura 2000 site to be considered effective it must be secured for the duration of the effects being mitigated for.

Officer response:**DLP192****Full Name:** Stephen Durham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Stop spending money on south of region i.e. South Bank when areas of Skinningrove etc have been forgotten about for years. Improve these houses! Leave Marske under the East Cleveland section, not Redcar conurbation! CS13 - states priority on previously developed land! Use this to reject houses at Marske! Leave Marske Greenfield/farmland for the environment benefit. Our identity is being eroded for the benefit of southern land owners!

Officer response:

The Local Plan sets out planning policies for the borough, rather than spending plans. The overarching aim is to ensure appropriate development in all parts of the borough, including our most deprived areas. It is also our aim to prioritise the re-use of previously developed land. However, there is insufficient previously developed land that is appropriate for housing development and some greenfield sites are required to meet our identified housing needs.

Section/Policy**Policy SD 2****Locational Policy****DLP191****Full Name:** Stephanie Durham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Marske belongs with the East Cleveland section and does not join Redcar!! Is this the Council's way to get the housing passed i.e. 1000 houses. Marske is part of Saltburn and Marske Parish Council - if Redcar claim Marske has the opinion of the parish council been sought! Put Marske back under East Cleveland towns, not conurbation. Section Sustainable Communities (f) states:- safeguard and enhance Marske District Centre. If plan is accepted then the Council's own aims will fail! Marske will have been destroyed!

Officer response:

Marske has been included within the conurbation and also within the 'Redcar' sub-area (Policy LS2). This is consistent with established policies set out in the LDF Core Strategy. This is not considered to be incompatible with the aim to safeguard and enhance Marske District Centre.

DLP1295**Full Name:****Organisation:** Gisborough Estates**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** Letter**Agree with section?:** No**Comment summary:**

Gisborough Estate requests that the sequential approach is deleted from Policy SD2 and replaced by a simple statement encouraging the re-use of brownfield sites. Gisborough Estate also wishes to object to section e) of Policy SD2 which aims to locate a minimum of 60% of all new development within the conurbation, with the remaining 40% located in rural areas, including Guisborough. The locational strategy, which currently forms part of Policy CS2 in the adopted Core Strategy (2007), was formed pre-'credit crunch' in a very different economic and national planning policy context than exists now. It is the view of Gisborough Estate that section (e) is neither justified nor is it deliverable and will act in much the same way as the sequential approach to brownfield sites mentioned previously; inhibiting sustainable sites from coming forwards just because they are not located within the identified areas. Gisborough Estate therefore strongly urges the Council to delete section (e) of this policy.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites. The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. All potential housing sites have been assessed and it is considered that the locational strategy can be achieved through the sites identified in the Local Plan. Other sites that have been rejected for allocation are considered to be less suitable.

DLP139**Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Policy SD 2. Marske is classified as a 'conurbation'. New Marske is not. This appears to make no sense and seems to 'doom' Marske to a higher potential density of housing. What are the criteria used? 'Priority will be given to the development of previously developed land and the reuse of existing buildings, and limiting development in the countryside.' except in Marske where you appear to be breaching your own policy SD3?

Officer response:

The settlement hierarchy is the same as set out in the LDF Core Strategy (2007), which identified Marske as being within the conurbation. The sequential approach used in selecting sites has prioritised previously developed land and, where greenfield sites on the edge of existing settlements have been selected, changes to development limits have also been proposed. These amended development limits will be used to control future development in accordance with proposed Policy SD3.

Section/Policy**Policy SD 2****Locational Policy****DLP1366**

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Alexandra Crowe
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: No

Comment summary:

Bellway considers that the sequential approach to development sites outlined Policy SD2 does not accord with the NPPF and is therefore unsound. The policy identifies a sequential approach to developments sites, with brownfield sites within the limits of development to be considered ahead of all other sites. Whilst paragraph 111 of the NPPF encourages the re-use of previously developed land, it does not state that this is in preference to greenfield sites. The consequence of such an approach will be to inhibit sustainable greenfield sites which will in turn inevitably impact upon delivery. Paragraph 47 of the NPPF clearly identifies the importance of housing growth and seeks to boost its delivery significantly. There is therefore a need to strike a balance between the delivery of brown and greenfield sites over the plan period. Given that the Council has under-performed against its previous plan requirement over a number of years and has a residual shortfall against its current housing requirement. it is essential that all sustainable sites are promoted equally to ensure sufficient delivery, especially in the early period of the plan. Accordingly, Bellway requests that the sequential approach be deleted from Policy SD2 and replaced by a simple statement encouraging the re-use of brownfield sites. Furthermore, Bellway wishes to strongly object to section (e) of Policy SD2 which aims to locate a minimum of 60% of all new development taking place within the conurbation with the remaining 40% located in rural areas, focused around Guisborough and other East Cleveland towns. The locational strategy, which currently forms part of Policy CS2 in the adopted Core Strategy (2007), was formed pre-'credit crunch' in a very different economic and national planning policy context than exists now. It had a sequential regeneration focus, which, even at that time of adoption, was aspirational and dependent on the availability of public and private funding and the housing market improving to deliver values that rendered regeneration schemes viable. It is the view of Bellway that section (e) is neither justified nor is it deliverable and will act in much the same way as the sequential approach to brownfield sites mentioned previously; inhibiting sustainable sites from coming forwards just because they are not located within the identified areas. Bellway therefore strongly urges the Council to delete section (e) of this policy.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites. The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. All potential housing sites have been assessed and it is considered that the locational strategy can be achieved through the sites identified in the Local Plan. Other sites that have been rejected for allocation are considered to be less suitable.

DLP395

Full Name: Emma Thornton
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

I have great concerns regarding the sections of the plan relating to the development of new housing sites across the borough. I am initially confused by the village of Marske being placed in the 'conurbation' area of the borough- in 'Policy SD1' as when referred to in the document previously it is as part of 'smaller towns and villages, including Marske, Saltburn, Brotton, Loftus and Skelton' Marske is not a vast urban area but a small village as previously described and should therefore not have been included in the 'conurbation area'. The sudden inclusion of Marske as part of the 'conurbation' appears to be to justify excessive development which would be outside of the current development limits and does not 'deliver rural development that is of an appropriate scale to the settlement in which it takes place' as quoted just below in the table Policy SD1.

Officer response:

Policy SD2 sets out the settlement hierarchy, which includes Marske within the conurbation. This is a continuation of existing policy that was adopted by the Council through the LDF Core Strategy in 2007. Development limits are being reviewed across the borough in order to accommodate sufficient development to meet our identified needs.

Section/Policy**Policy SD 2****Locational Policy****DLP1134**

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Natural England welcome this as a sustainable option, which seeks to ensure new development will be served by existing facilities; therefore reducing the need to travel to access services. Natural England would wish to see further consideration to the application of HRA screening to specific development classes and size, rather than a statement that an Appropriate Assessment will be required for all development likely to have a significant effect on a Natura 2000 site. Further this policy seems to conflict with that of ED9 below in which a distance threshold is applied. The approach of H3 is what should be used here. Policy ED9: Leisure and Tourism Development will be required to follow the sequential approach within policy SD2 and a HRA screening exercise will be required for all proposals located within 5km of a Natura 2000 site. Natural England acknowledge the policy; however wish to work with the Council to ensure robust and proportionate screening reports.

Officer response:**DLP126**

Full Name: James Copeland
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Policy SD 2 " Locational Policy 'f. deliver rural development that is of an appropriate scale to the settlement in which it takes place; and g. restrict development in the countryside to that which meets rural and other exceptional needs'. We are mindful that appropriate scale can be interpreted in many different ways, but the need for modernisation of agricultural buildings may be misunderstood. We hope that this is clarified in section g. but some agricultural development is still undertaken in settlements

Officer response:

Comments noted. Each planning application will be treated on its own merits.

DLP876

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The Agency is supportive of the policy's approach to directing development to the most sustainable locations in the borough, particularly focusing development in conurbations (in accordance with the settlement hierarchy) where existing employment, facilities and transport facilities will already exist. This approach will help to encourage a sustainable pattern of development and help to reduce the need to travel, particularly by private car. The policy identifies that only limited development of an appropriate scale will be allowed within the service villages and villages. The Agency is generally supportive of this controlled approach, however, further comment is provided in the site specific policies (Policies H3.1 to H3.33) in relation to the scale of development proposed within each proposed site. Whilst supportive of the spatial hierarchy outlined within the policy, the Agency is also supportive of utilising the sequential approach for locating development and particularly welcomes prioritising centrally located previously developed sites, which tend to be more sustainably accessible than out of centre and greenfield sites. In relation to greenfield land outside of development limits, the Agency has provided further comment within Policy SD3.

Officer response:

Support noted.

Section/Policy**Policy SD 2****Locational Policy****DLP455****Full Name:** Ms Sarah Housden**Organisation:** North York Moors National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The emphasis on sustainability and design which is the first topic chapter in the Plan is to be welcomed as it provides a clear 'direction of travel' at the start of the Plan. The settlement hierarchy appears logical and similar to the approach taken in the Borough Council's Core Strategy. The designation of Newton under Roseberry as a 'village' is consistent with the approach in the North York Moors Local Development Framework although the type of new housing that will be permitted in the village is more restricted compared with this Authority's policies which allow for the development of infill plots for local needs housing. However, there are limited opportunities for infill development on the National Park side of the village so this minor difference in approach is not significant.

Officer response:

Support noted.

DLP318**Full Name:** Mrs Hazel Meynell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

I would like to see something that ensures that greenfield sites outside of development limits are not considered until all sites for housing within local boundaries have been developed.

Officer response:

Policy SD2 sets out a sequential approach prioritising development on previously developed land. The policy indicates that development on greenfield land outside of development limits will be restricted to the exceptions criteria set out in Policy SD3. However, it has been necessary to include some greenfield sites as housing allocations in order to meet identified housing needs.

DLP304**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Policy SD2 should recognise the potential biodiversity value of under-developed land / brownfield sites and that this interest may not always be compatible with tree planting and coppicing.

Officer response:

It is considered that the biodiversity interest of such sites would be protected through the implementation of Policy N4.

Section/Policy**Policy SD 2****Locational Policy****DLP182****Full Name:** Mr Keith Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

It is difficult to see why Marske has been included with Redcar as part of the "Conurbation". It sits more naturally as an "East Cleveland Town" along with Saltburn. This is demonstrated by the Parish Council - "Saltburn, Marske and New Marske"

Officer response:

Marske is included within the conurbation within the existing policy framework set out in LDF Core Strategy (2007) and no changes to this are being proposed through the Local Plan.

DLP171**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

While we support the majority of the policy, we would like to see a caveat that ensures any biodiversity interests of brownfield sites are not damaged by tree planting / coppicing.

Officer response:

It is considered that the biodiversity interest of such sites would be protected through the implementation of Policy N4 and as such there is no need to include a caveat in this policy.

DLP153**Full Name:** Mr Paul Booth**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

This includes Marske as part of the urban conurbation. Though Marske is a large village (already with a number of modern estates, but seemingly due to get a lot, lot, bigger), it should be seen as a transition from the conurbation to rural to maintain a distinct character thus adding to the diversity of the area. After all, Guisborough is not included within conurbation, but it also blessed with many modern estates, with many more promised.

Officer response:

Marske is included within the conurbation within the existing policy framework set out in LDF Core Strategy (2007), with Guisborough being the 'rural service centre', and no changes to this are being proposed through the Local Plan.

Section/Policy**Policy SD 2****Locational Policy****DLP638****Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes
Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Persimmon Homes support the HBF view that Policy SD2 is not considered to be consistent with the NPPF and therefore in its current format considered unsound. Paragraph 111 of the NPPF seeks to encourage the re-use of previously developed land but does not prioritise such land over other land in the way the sequential approach proposed by Redcar & Cleveland Borough Council aims to do. Considering paragraph 47 of the NPPF requires Local Planning Authorities to 'significantly boost' housing supply a sequential approach such as the one proposed may inhibit sustainable greenfield sites from being brought forward and ultimately hinder the delivery of the plan. Persimmon Homes therefore proposes amending to the policy by deleting the sequential approach and replacing it with a policy encouraging the re-use of brownfield sites. It should make clear however that this should not be prioritised over sustainable greenfield sites in order not to jeopardise the delivery of the plan.

Officer response:

It is not considered that Policy SD2 is incompatible with the NPPF, and it is our aim to prioritise the re-use of previous developed land in order to ensure a sustainable pattern of development. The Plan also sets out a significant number of greenfield sites demonstrating that the policy does not, in itself, inhibit the development of sustainable greenfield sites.

DLP1257**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We support the inclusion of Normanby as one of the 'settlements' within the defined 'Conurbation'. The Conurbation should be the focus for the largest proportion of future new housing development in the Borough, as it represents a sustainable location for new development. We would however object to the inclusion of Marske within the conurbation. It is neither physically nor functionally part of the conurbation but a free-standing settlement with its own character. It does not form part of the conurbation and should therefore be excluded. As such the scale of development proposed through Policies LS2 and H3 is disproportionately large and unsound.

Officer response:

The settlement hierarchy is the same as set out in the LDF Core Strategy (2007) and no changes to this are being proposed through the Local Plan.

Section/Policy**Policy SD 3****Development Limits****DLP569****Full Name:** Susan Tucker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

We disagree with the status of part of our garden being outside of the present development line as this land (hatched on enclosed plan) has always been part of the plot known as 'Ardmore'. It was a tennis court back in 60s. Please see planning application R/2011/0799/OO.

Officer response:

Comment noted. Development limits will be amended to include the garden area inside of development limits.

DLP570**Full Name:** Mr David Tucker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

We disagree with the status of part of our garden being outside of the present development line as this land (hatched on enclosed plan) has always been part of the plot known as 'Ardmore'. It was a tennis court back in 60s. Please see planning application R/2011/0799/OO.

Officer response:

Comment noted. Development limits will be amended to include the garden area inside of development limits.

DLP421**Full Name:** James Reid**Organisation:** Barratt Developments Plc**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

In its current context, Policy SD3 will perform the role of a Green Belt policy if adopted. It shall not only restrain the growth of the borough's urban areas but potentially restrict the delivery of sustainable greenfield sites on the edge of settlement boundaries. The NPPF requires local plans to be flexible and responsive to change, therefore it is essential RCC builds sufficient buffer into its strategy to protect against market fail and site non-performance. Whilst it is noted that Policy H1 provides 10% land allocations beyond the minimum housing target, this will not provide sufficient sites beyond the plan period and the proposed development limits would require alteration again. BDW suggests the Council consider identifying safeguarded land within an amended development boundary to accommodate future needs after the plan period. The inclusion of safeguarded land would also provide the plan with greater flexibility should additional land be required during the plan period.

Officer response:

The plan allocates sufficient sites to meet objectively assessed housing needs, including a buffer of over 10% to guard against under-delivery. The sites have been subject to viability testing and only sites, which are considered to be deliverable have been included within the plan. Furthermore, Policy H1 also indicates that if it becomes apparent that a five-year supply cannot be evidenced, the Council will work with landowners and the development industry in seeking to address the shortfall.

Section/Policy**Policy SD 3****Development Limits****DLP760****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy SD3 (i) - 'conservation and, where appropriate, enhancement' would align better with the terminology in the NPPF than preservation and conservation' - helping to convey a more positive approach to the historic environment.

Officer response:

Comment noted. Text will be amended.

DLP1258**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see the development limits boundary amended to include land at Woodcock Wood as inside development limits. This would support the sites inclusion in the plan as a proposed housing allocation.

Officer response:

The inclusion of the site within development limits, and as a proposed housing allocation, is not supported. The comparable site at Longbank Farm is preferred to Woodcock Wood (subject to achieving sensitive partial development and all other stated conditions in Policy H3.6), as it is well related to the existing residential area and is less environmentally significant.

DLP955**Full Name:** G M Collins**Organisation:****Agent Name:** GVA Grimley Ltd.**Agent Organisation:** GVA**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see land at High Farm included as a housing allocation and the boundary for development limits amended to include the land inside development limits to facilitate this.

Officer response:

The site was not considered as a potential allocation in the draft plan as it is currently the subject of an extant planning consent to provide an extensive area of community woodland as part of the current High Farm development. Notwithstanding numerical housing requirements (which have been assessed separately under Policy H1), the Council does not support this proposal for the following reasons: the development of 340 dwellings, in addition to the current consent for over 200 currently would significantly increase the level of development at this location and could undermine housing delivery on more sustainable and acceptable sites elsewhere in the north of Greater Eston, including the strategic allocation at Low Grange farm and the former Redcar & Cleveland Town Hall site; the site is not in an area of higher value housing and, as demonstrated by the current permission, it is questionable whether it could be established as an 'executive housing' location; and other, more suitable sites in higher value locations have been identified which will contribute significantly to the supply of detached and 'executive' properties in the borough.

Section/Policy**Policy SD 3****Development Limits****DLP1227****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The RSPB welcome the consideration of potential effects on Natura 2000 sites within 15km of the authority boundary in the HRA, but there is insufficient consideration of this in the Draft Local Plan document, or supporting maps. This is of particular concern for areas of the Teesmouth and Cleveland Coast SPA, where the North Tees mudflats section is within approximately 0.2km of planned development limits. The development limits are also to the boundary of the SPA at Bran Sands, where any development is likely to result in adverse effects on the SPA. Developing to the limits of the SPA would be likely to result in direct disturbance of adjacent areas, affecting site integrity. It is important that Redcar and Cleveland Borough Council effectively cooperate with Hartlepool Borough Council, Stockton-on-Tees Borough Council, Middlesbrough Borough Council and North Yorkshire County Council to plan for cross-boundary effects on Natura 2000 sites which span the borough boundary. It is of particular importance to plan for avoidance of cumulative effects of development in one or more boroughs on the protected species of the Teesmouth and Cleveland Coast SPA and Ramsar. It should be noted that there is a serious lack of capacity in the vicinity of the SPA to provide alternative habitat as mitigation. Where Policy SD 3 is likely to adversely affect Natura 2000 sites, it should include explicit reference to mitigation plans. Please see Policy SD2 comments. It is recommended that Policy SD3, part (k), includes the phrase 'redevelopment of previously developed land, provided that it is not of high environmental value.' Similar mention should occur in Paragraph 2.19.

Officer response:

No changes are being proposed to development limits near to the SPA. Policy N4 gives priority to protecting internationally important sites, including the Teesmouth and Cleveland Coast Special Protection Area/Ramsar and European Marine Sites, and the North York Moors Special Protection Area and Special Area of Conservation. The policy will be amended to indicate that the redevelopment of other previously developed land and buildings outside development limits will only be acceptable provided that the site is not of high environmental value.

DLP1273**Full Name:** Mr Iain Pay**Organisation:** Taylor Wimpey North Yorkshire**Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Welcome the review to development limits. The Council should put in place flexible criteria based policy mechanism to give positive consideration to development proposals on sustainable but unallocated sites outside of development limits in circumstances where it can be demonstrated that the actual supply of housing land is falling well short of meeting the Borough's objectively assessed housing requirements.

Officer response:

The plan allocates sufficient sites to meet objectively assessed housing needs, including a buffer of over 10% to guard against under-delivery. The sites have been subject to viability testing and only sites, which are considered to be deliverable have been included within the plan. Furthermore, Policy H1 also indicates that if it becomes apparent that a five-year supply cannot be evidenced, the Council will work with landowners and the development industry in seeking to address the shortfall.

DLP1209**Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We support the objective of Policy SD3 which is to control development beyond the development limits. However, we consider that the second paragraph of this policy is not necessary to achieve this objective and should be removed.

Officer response:

Comment noted. No changes proposed. The second paragraph is considered necessary to ensure that the policy is worded positively and provides clarity on how development proposals inside of development limits will be assessed.

Section/Policy**Policy SD 3****Development Limits****DLP519****Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The policy effectively acts like a Green Belt policy by restraining growth outside of the development limits. In including such a policy it is important that the Council provides sufficient development sites to enable delivery of the plan and provides sufficient flexibility if one or a number of the identified sites fail to deliver the quantum or rate of growth anticipated. Whilst it is noted that Policy H1 provides flexibility, in allowing for development of the plan requirement plus a further 10%, this will not provide sufficient sites beyond the plan period. It is therefore recommended that the Council consider identifying safeguarded land, within an amended development limit boundary, to accommodate future development needs. Such safeguarded land could be released at plan review. The plan as currently written would require further amendments to the development limits boundaries at plan review. The inclusion of safeguarded land will provide greater certainty over the delivery of future requirements. It will also provide the plan with greater flexibility should additional development land be required before the end of the plan period.

Officer response:

The plan allocates sufficient sites to meet objectively assessed housing needs, including a buffer of over 10% to guard against under-delivery. The sites have been subject to viability testing and only sites, which are considered to be deliverable have been included within the plan. Furthermore, Policy H1 also indicates that if it becomes apparent that a five-year supply cannot be evidenced, the Council will work with landowners and the development industry in seeking to address the shortfall.

DLP877**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Whilst the Agency welcomes the intention to prioritise development in locations within the development limits identified on the Policies Map, as a means of guiding development towards the most sustainable locations, it is acknowledged that in some circumstances this may not be feasible or viable. Whilst the criteria for development beyond the development limits restricts proposals to what would appear to be relatively small scale development and require such proposals to be based on the redevelopment of previously developed land, this does not necessarily mean that such locations would be sustainably accessible. Therefore, the Agency suggests including a requirement to ensure that such locations are, or can be made to be sustainably accessible and for mitigation to be provided where the impact of such development would be detrimental to the operation of the transport network.

Officer response:

The policy seeks to restrict development outside of development to meeting rural needs, or other small-scale redevelopment of previously developed land. It is therefore anticipated that any development would be limited in its scale and impacts upon the highways network. Policy SD4 already requires consideration to be given to the potential impacts of such development on the highways network and will be a material consideration in the determination of any planning applications.

DLP380**Full Name:****Organisation:** West Midlands Metropolitan Authority Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Our client supports the inclusion of their site within the development limits. Beyond the development limits our client considers that the Council's approach to development should be made more flexible in order to be able to respond to future market changes. The policy criteria should not restrict or inhibit future development where there is a clear need.

Officer response:

The plan allocates sufficient sites to meet objectively assessed housing needs, including a buffer of over 10% to guard against under-delivery. The sites have been subject to viability testing and only sites, which are considered to be deliverable have been included within the plan. Furthermore, Policy H1 also indicates that if it becomes apparent that a five-year supply cannot be evidenced, the Council will work with landowners and the development industry in seeking to address the shortfall.

Section/Policy**Policy SD 3****Development Limits****DLP127****Full Name:** James Copeland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We would welcome the reassurance that the needs to construct or alter existing structures to a design that meets both environment and animal welfare standards have been encapsulated within this policy. While considerations for rural workers dwelling is outlined in the rural exceptions policy. Clarity is requested as to the criteria used to calculate the size commensurate with the established functional requirement. How will limits be made upon the size and design of the property and will any development, take into account the applicants current and future need? Many existing building are not suitable for the adoption of zero or low carbon technologies, or existing policies prevent their adoption. We would have significant concern should any such policy be implemented that disadvantage the rural communities.

Officer response:

The policy allows suitably scaled extensions and the conversion or reuse of a suitable existing building. Furthermore, Policy ED8 already supports the expansion of rural based enterprises. The scale and design of any proposal will be assessed on its merits as part of any planning application. Policy SD4 promotes the use sustainable design and construction techniques as part of any new development. Consideration will be given to whether their inclusion is suitable as part of any planning application.

DLP1135**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy SD3: Development Limits, seeks to ensure development is restricted to sites around the conurbation and key rural towns and villages. Similar to SD2, this policy prioritises development in developed locations. Whilst Natural England welcome this approach to development as it locates development in proximity to existing infrastructure and services, the HRA highlights a potential issue in the case of Redcar, given the Natural 2000 site. Furthermore, the policy sets criteria for development beyond development limits; this could potentially include land with possible effects upon Natura 2000 sites.

Officer response:

There are no significant changes proposed to development limits in close proximity to Natura 2000 sites. Consideration of the potential impacts of the plan upon Natura 2000 sites has been undertaken as part of the HRA and the impacts are considered to be acceptable. Furthermore, Policy H4 seeks to protect Natura 2000 sites and will be a material planning consideration as part of any relevant planning applications.

DLP639**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Subject to the inclusion of safeguarded land to release should the plan be reviewed and housing delivery slip, Persimmon Homes generally supports policy SD3 Development Limits.

Officer response:

Support noted. The plan allocates sufficient sites to meet objectively assessed housing needs, including a buffer of over 10% to guard against under-delivery. The sites have been subject to viability testing and only sites, which are considered to be deliverable have been included within the plan. Furthermore, Policy H1 also indicates that if it becomes apparent that a five-year supply cannot be evidenced, the Council will work with landowners and the development industry in seeking to address the shortfall.

Section/Policy**Policy SD 4****General Development Principles****DLP811****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Sport Englands welcomes criterion f of this policy on the understanding that the community facilities includes sport and recreational facilities.

Officer response:

Support noted.

DLP305**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** Yes**Comment summary:**

Agree with this section.

Officer response:

Support noted.

DLP520**Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to the requirement to reduce energy requirements by 10% over and above the prevailing Building Regulations due to the potential forthcoming changes to the Building Regulations and the Government's push towards zero carbon. The policy requirement will make development unviable.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

Section/Policy**Policy SD 4****General Development Principles****DLP661**

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Neil Westwick

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

The wording of Policy SD4 (k) is not justified or in accordance with the NPPF. Bellway object to this approach as it could impact upon viability and stifle development. Point (u) should also be amended to remove reference to the 10% requirement.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

DLP422

Full Name: James Reid
Organisation: Barratt Developments Plc
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the requirement to reduce energy requirements by 10% over and above the prevailing Building Regulations due to the potential forthcoming changes to the Building Regulations and the Government's push towards zero carbon. The policy requirement will make development unviable. The policy requirement should be included within the Whole Plan Viability Testing to fully consider the cost implications.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on 'The Next Steps to Zero Carbon Homes' and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

DLP761

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Policy SD4(c) - might imply that there are some heritage assets which are not important to the quality of the local environment. Policy SD4(q) - should make clearer that development should respect or enhance the historic environment, and both designated and non-designated heritage assets.

Officer response:

The wording in Policy SD4(c) will be changed to ensure all heritage assets are protected. The wording in Policy SD4(q) will be amended to include reference to heritage assets.

Section/Policy**Policy SD 4****General Development Principles****DLP544****Full Name:** Gladedale Estates Ltd**Organisation:****Agent Name:** John Wyatt**Agent Organisation:** Signet Planning**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy SD4 requires major developments to reduce their predicted energy requirement by a minimum of 10% with accompanying paragraph 2.31 of the plan requiring that this 10% requirement is over and above the minimum requirements of building regulations. In the context of proposed forthcoming changes to the building regulations and the Governments push towards zero carbon it is considered unreasonable to impose further onerous requirements on developers with a real prospect that additional targets will have a genuine impact on the viability of potential housing sites. In light of this it is recommended that Criteria k of Policy SD4 be amended to simply encourage greater efficiency than the building regulations but not extended to make it a mandatory requirement.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

DLP1228**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks. Where Policy SD4, part (c), refers to the unacceptable loss or significant adverse impact on environmental assets, this should not be limited to those considered important to the quality of the local environment and should make distinctions between the hierarchy of international, national and local designations. It is recommended that this policy makes a distinction between the requirements to protect internationally, nationally and locally important environmental assets and provides for their enhancement. The RSPB recommends that a general development principle is to incorporate biodiversity enhancement measures, to provide net gains where possible, similar to the explicit policy to include an artistic element, but not limited to major development.

Officer response:

Agree that protecting environmental assets should not be limited to those considered important to the quality of the local environment only but should include all environmental assets. Change policy to protect all environmental assets. Agree that the policy could be improved by making a distinction between international, national and locally important assets. The policy will be changed to make distinction between these assets.

DLP1210**Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The wording of Policy SD4 k) is not justified or in accordance with the NPPF, which notes that developments identified in plans should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. Part u) of the policy provides further guidance on this matter, noting that where it is not possible to achieve a 10% energy consumption reduction, due to site specific constraints, then it will be necessary to contribute to a Carbon Management Fund which will be invested in off-site renewable energy efficiency projects within the borough. We strongly disagree with this approach. Whilst we acknowledge the importance of encouraging energy efficient developments, we consider that the policy as currently worded could have a significant impact on the viability of projects coming forward and has the potential to stifle development. In the absence of evidence to support the 10% policy, we suggest reference to the 10% target (i.e. the last sentence under Policy SD4 k) is deleted. We also consider that bullet point u) should be amended as follows: U) 'a Design and Access Statement will be required for all major developments. The level of detail will be dependent on the scale and nature of the development. The Design and Access Statement should outline the measures that have been incorporated to reduce energy consumption and demand'.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

Section/Policy**Policy SD 4****General Development Principles**

DLP85**Full Name:** Mr Simon Welch**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Building on flood risk areas shouldn't be allowed at all, assessments on the flooding risk and the capacity of existing drainage infrastructure should be carried out before any future developments are approved, rather than dealing with the consequences years later.

Officer response:

The Council has undertaken a Strategic Flood Risk Assessment which has assessed the flood risk from all sources. This study has been used to help the Council choose sites which are at low risk of flooding. Following a request from a number of consultees, a new standalone policy on flood risk will now be included in the Local Plan. New development will be required to undertake a sequential test in accordance with the NPPF and the new policy. Where flood risk as been identified as an issue, an on-site flood risk assessment will need to be undertaken. In areas where there are known capacity issues with drainage systems, the developer will be required to ensure there is adequate capacity within the system prior to development commencing by preparing a Drainage Strategy and submitting it for approval to the SuDS Approving Body.

DLP140**Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Object to the Marske Inn Farm development site. The site fails to meet the requirements of the Locational Policy. The site will impact on the amenities of occupiers of existing properties. The site will result in loss of important open spaces and will lead to a loss of agricultural land. The development would put the environment, human health and safety at risk. The development site also does not have adequate infrastructure, services or community facilities to serve the development. The proposal does not respect or enhance the character of the site. The site is prone to flooding.

Officer response:

This comment relates to Policy H 3.1 and the recent planning application submitted for this development. The comment is not recommending any changes to Policy SD 4.

Section/Policy**Policy SD 4****General Development Principles****DLP716**

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The council should consider the recommendations from the Northumbria River Basin Management Plan and work these into the Plan. The Plan gives insufficient regard to the aims and requirements of the Water Framework Directive (WFD). The WFD is mentioned in the draft Local Plan under section 2.36. However, this omits reference to the need to maintain and enhance the biodiversity and habitat of watercourses through protecting or restoring natural channel morphology. Planning conditions or agreements should include mitigation measures, both within and near to any development proposal. Mitigation measures may include but are not limited to: easements for fish passages; otter passes under bridges; de-culverting; naturalisation of channels and habitat improvements. It is recommended that the Local Plan includes a section which describes how the council will minimise the impact of current and future minewater pollution associated with development. Consideration should be given to the identification of Coastal Change Management Areas (CCMA). As part of the England Biodiversity Strategy 2020, all opportunities should be taken to increase the area of priority habitats under this strategy such as the delivery of new wetlands. The Environment Agency supports the approach which seeks to provide 'net gains' for biodiversity. However, further information is required in relation to how these net gains will be measured. New developments should also be encouraged to undertake some wider environmental improvements in the borough such as habitat creation or regeneration and improved accessibility and connectivity between locations of interest. The outcomes of the Water Cycle Study should be taken into consideration. Paragraph 2.24 should be updated to reflect that land contamination issues should be considered in all cases where the current or previous use of the site or adjoining land is potentially contaminated and that the approach adopted in doing this should follow good practice as outlined in The model procedures for the Management of Land Contamination CLR 11 and Groundwater Protection: Principals and Practice (GP3). This should include a preliminary risk assessment; a site investigation; generic quantitative risk assessment; detailed quantitative risk assessments; options appraisal and remediation as appropriate on a site to site basis. Welcome references to protecting and improving water quality and water resources.

Officer response:

The Northumbria River Basin Management Plan objectives have been taken into account in developing the Plan. This has included assessing the suitability of development sites and initiatives to reduce water usage and water pollution. However, the objectives will be reviewed and changes will be made where required. Section 2.36 will be amended to add reference to the need to maintain and enhance the biodiversity and habitat of watercourses. The need to include mitigation measures in planning agreements is noted. Text will be added to the policy to highlight the issue with minewater pollution associated with development. Consideration has been given to the need for CCMA's. It was concluded that none are required along our coastline. The Local Plan already supports the creation of new wetlands. Note the support for net gains for biodiversity. Further text will be added to set out how these gains will be measured. Note the request to carry out wider environmental improvements in the borough such as habitat creation or regeneration and improved accessibility and connectivity between locations of interest. This is included within the Natural Environment Section, in particular Policy N1. The Outcomes of the Watercycle Study have been taken into account throughout the Plan. Paragraph 2.24 will be updated to reflect that land contamination issues should be considered in all cases where the current or previous use of the site or adjoining land is potentially contaminated and that the approach adopted in doing this should follow good practice as outlined in The model procedures for the Management of Land Contamination CLR 11 and Groundwater Protection: Principals and Practice (GP3). Note the support for protecting and improving water quality and water resources.

DLP686

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Under part t of Policy SD4 it is anticipated that major developments will 'incorporate an artistic element' and this requirement should be clarified on the basis that some major developments will take place on Wilton International site where there is no public access or on highly industrialised areas such as the port where there will be appropriate limitations on access to certain areas for safety reasons. Art, as a medium, has numerous interpretations and the veracity of this label in respect of a particular 'installation' will depend entirely upon the audience. Is it anticipated that there is anticipated to be some form of 'offsetting', similar to biodiversity enhancement if there is restricted access to the actual development? Paragraph 2.28 gives an explanation that is more related to design than 'art'.

Officer response:

Note comment that some development sites are not accesible to the general public. Policy will be reworded to "major developments which are accessible to the general public".

Section/Policy**Policy SD 4****General Development Principles****DLP688**

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Need clarification on what is the baseline from what the 10% energy efficiency needs to be achieved. Does the referencing of a future SPD (planning Obligations) in a Local Development Document cause difficulty in the adoption process because the SPD does not pass through the LDF process?

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations. The Planning Obligations SPD will be subject to its own consultation and adoption process.

DLP1352

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL endorses the Council's aspiration to reduce the amount of energy generated by development, an important step towards the wider goal of tackling climate change. Nevertheless, NWL object to Policy SD4 k) ("the Council will require major developments to reduce their predicted energy requirement by a minimum of 10%") and Policy SD4 u) as currently worded. The 10% minimum referred to in Policy SD4 k) is over and above what current building regulations require and, when combined the Government's zero carbon aims, will create substantial additional burdens for the industry which may lead to some development becoming unviable. This is particularly pertinent to sites such as land at Hewley Reservoir where abnormal development costs can be expected. Without evidence to support the 10% policy, we suggest reference to the 10% target is deleted. We also consider that bullet point u) should be amended as follows: U) "a Design and Access Statement will be required for all major developments. The level of detail will be dependent on the scale and nature of the development. The Design and Access Statement should outline the measures that have been incorporated to reduce energy consumption and demand."

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations. Also note the associated change required to the content of Design and Access Statements.

DLP1296

Full Name:
Organisation: Gisborough Estates
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Gisborough Estate supports the Council's aspiration to reduce the amount of energy generated by development, an important step towards the wider goal of tackling climate change. However, Gisborough Estate object to Policy SD4 k) as currently worded. The 10% minimum referred to in Policy SD4 k) is over and above what current building regulations require and, may lead to some development becoming unviable. Without evidence to support the 10% policy, we suggest reference to the 10% target is deleted. We also consider that bullet point u) should be amended.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

Section/Policy**Policy SD 4****General Development Principles****DLP1367**

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Alexandra Crowe
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Bellway considers that the wording of Policy SD4 (k) is not justified nor is it in accordance with the NPPF. Part (u) of the policy provides further guidance on this matter, noting that where it is not possible to achieve a 10% energy consumption reduction, due to site specific constraints, then it will be necessary to contribute to a carbon management fund which will be invested in off-site renewable energy efficiency projects within the Borough. Bellway object to this approach. Whilst Bellway acknowledge the importance of encouraging energy efficient developments, they consider that the policy as currently worded could have a significant impact on the viability of projects coming forward and as such it has the potential to stifle development. Without evidence to support the 10% policy, we suggest reference to the 10% target be deleted. In addition Bellway considers that bullet point u) should be amended as follows: u) a Design and Access Statement will be required for all major developments. The level of detail will be dependent on the scale and nature of the development. The Design and Access Statement should outline the measures that have been Incorporated to reduce energy consumption and demand.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations. Note the request for additional text for for the section on Design and Access Statements.

DLP1320

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL endorses the Council's aspiration to reduce the amount of energy generated by development, an important step towards the wider goal of tackling climate change. Nevertheless, NWL object to Policy SD4 u) as currently worded. The 10% minimum referred to in Policy SD4 k) is over and above what current building regulations require and, when combined the Government's zero carbon aims, will create substantial additional burdens for the industry which may lead to some development becoming unviable. This is particularly pertinent to sites such as land north of Middlesbrough Road where abnormal development costs can be expected. Without evidence to support the 10% policy, we suggest reference to the 10% target is deleted. We also consider that bullet point u) should be amended as suggested.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

DLP1185

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL welcomes the promotion of sustainable design and construction as a key element of new development, and in particular: the regard to be had to improving water efficiency; the need to take into account flood risk and water supply; and the need to manage surface water. NPPF requires Local Plans to develop policies to manage flood risk from all sources. Risk of flooding from sewers is increasing. Highlight deficiencies in how plan deals with water issues. Suggest the inclusion of policy solely focussed on flood risk and water management and and by to reference the current Defra consultation on the implementation of Schedule 3 of the Flood and Water Management Act 2010 on SuDS Approval Bodies as policies may need to drafted to incorporate the outcome of the consultation. Suggested wording for new policy.

Officer response:

The NPPF and the NPPF Technical Guidance as well as the SUDS National Guidance and the local SUDS guidance, which is currently being developed, provides or will provide, policy and guidance on flood risk and drainage systems. However, given the importance of ensuring new development is not from flooding or does not increase flood risk, a new standalone policy on flood risk and water management will be included within the Local Plan. The policy wording suggested will be taken into account when writing the new policy. A new policy will be included on flood risk and water resource management.

Section/Policy**Policy SD 4****General Development Principles**

DLP640**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes
Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Point 'K' of the policy SD4 General Development Principles requires all major developments to reduce their predicted energy requirement by a minimum of 10% over and above the prevailing Building Regulations. This issue with this policy lies in the fact that there is no subsequent policy or information relating to when this 10% renewable provision would make the site unviable. The policy states that when a 10% renewable energy provision is not possible a contribution towards a carbon management fund would be required. However, the document does not elaborate on this point for example explaining what this fund is, what it shall fund, how much will be sought and how the contribution shall be calculated. The need to fully understand the cumulative impacts of Local Plan policies and obligations is clearly set out in paragraphs 173-177 of the NPPF. Whilst it is encouraging that the council has undertaken a 'Whole Plan Viability Testing' report earlier in 2013, this report does not appear to fully consider the impact of policy SD4 or a number of the other policy requirements. Therefore the impact of this policy cannot be understood. It is therefore advised that part K of the policy be amended to simply encourage greater efficiency than the Building Regulations but not attempt to make this a mandatory requirement.

Officer response:

Note the concerns regarding the impact on development viability of introducing a requirement to reduce energy consumption by 10% over and above the Building Regulations, as was the requirement in the Core Strategy. Following further research into the Government's recent consultation on Next Steps to Zero Carbon Homes and the intention to move towards zero carbon homes by 2016, it is accepted that this policy requirement may render some developments unviable. The policy will be amended to remove the requirement to reduce consumption by 10% over and above the Building Regulations but to instead include a requirement to encourage greater efficiency than the Building Regulations.

DLP878**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The Agency is generally supportive of the policy and in particular 'criteria f', which seeks to ensure that development will only be permitted where a site has adequate infrastructure to support it. In addition the Agency is also supportive of 'criteria g.', which requires development proposals to support local facilities and transport networks, and 'criteria s.', which aims to ensure sufficient and appropriate levels of parking are provided to support a new development. The Agency is also particularly supportive of 'criteria v.', regarding the requirement for a Travel Plan to be provided for 'all strategic and significant development proposals that will generate large amounts of traffic and movement'. However, the Agency considers that this should be amended to also refer to the requirement for a Transport Assessment to be submitted to support all major development proposals. Notwithstanding the above support, the Agency considers the policy criteria could be further strengthened. The need to ensure development is sustainably accessible is generally recognised within the Plan, however it is considered that this should form a key criteria for this policy to ensure that it forms part of the assessment when determining the suitability of a site or location for new development. It is recommended that a new criteria should be added, which requires new development proposals to be sustainably accessible or capable of being made to be sustainably accessible through the provision of new or improved sustainable transport services or facilities. This would help to ensure that the traffic impacts of development proposals are mitigated and the need to travel by private car is reduced.

Officer response:

Note request to amend text to also refer to the requirement for a Transport Assessment to be submitted to support all major development proposals. The policy will be amended to also include a Transport Assessment. Note request to add a new criterion which requires new development proposals to be sustainably accessible or capable of being made to be sustainably accessible through the provision of new or improved sustainable transport services or facilities. A new criterion will be added to policy.

Section/Policy**Policy SD 4****General Development Principles**

DLP396**Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

I wholly agree with the following points made in policy 'SD4' that developments should : 'not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are considered important to the quality of the local environment;' 'minimises the loss of best and most versatile agricultural land;' 'avoids locations that would put the environment, or human health or safety, at unacceptable risk;' 'has adequate infrastructure, services and community facilities to serve the development' But fail to see how the developments at Marske Inn Farm or Windy Hill Farm or a number of other developments on farmland and allotments in Guisborough meet these priorities? There is going to be a great loss of agricultural land in the borough if these developments are allowed to go ahead and a huge increase in traffic and flooding for the area. Moving on to section 2.32 and flooding - there has been an increase in floods devastating large parts of our communities in recent months and years including Marske and Guisborough- I am confused by how developing in areas which already have a drainage system under pressure and building over farmland which currently helps to drain water will not exacerbate the problem? Quote: 'New development should therefore avoid those areas which are most vulnerable to flooding where possible' ? this seems very contradictory.

Officer response:

Note general support for Policy. Note concern that developments at Marske Inn Farm and Windy Hill Farm and a number of other developments on farmland do not meet the requirements of policy. Windy Hill farm has been removed from the plan. The Council has undertaken an extensive search and assessment of land availability and the sites which have been selected are the most appropriate and sustainable locations available. The method used for selecting sites is set out in Policy H3. With regards to flood risk, the Local Plan has been informed by the Strategic Flood Risk Assessment and Surface Water Management Plans to ensure that new development is not located in areas at risk of flooding. New development in areas where there are currently capacity problems with the surface water drainage will be required to reduce surface water runoff from the existing situation. This means that new development will lead to a reduction in flood risk. A flood Risk assessment will also be undertaken by the developer, where required, at the time of submitting a planning application. An assessment of agricultural land has been undertaken. None of the sites allocated in the plan have been allocated on Grade 1 agricultural land, although the site to the south of Marske is on Grade 2 land. A traffic impact assessment has been undertaken for the sites allocated in the Local Plan. Although traffic will increase in certain areas, this is not expected to be a show stopper for any particular site. A transport assessment will be required for each development site. Enfield Chase development site is a former allotment site, however the site is no longer used for the provision of allotments.

DLP308**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Paragraph 2.21 Habitat and Landscapes - should be amended (or a further paragraph added) to give similar consideration or protection to priority wildlife species or species protected by law.

Officer response:

Note request to give similar consideration or protection to priority wildlife species or species protected by law. Policy will be amended to give consideration or protection to priority wildlife species or species protected by law.

Section/Policy**Policy SD 4****General Development Principles****DLP172****Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support the policy statement which requires developments to respect or enhance the landscape and biodiversity. We also support the explanatory text in paragraph 2.21 giving protection to habitats, but think this should also be extended to include legally protected and biodiversity priority species.

Officer response:

Note request to extend explanatory text to include legally protected and biodiversity priority species. The text will be amended to include legally protected and biodiversity priority species.

DLP204**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Will k include solar panels? We believe that all new build should incorporate solar panels, which are far less intrusive on the environment than other forms of energy. 2.34 There is a serious need to improve sewage outlets in order to prevent raw sewage getting into natural watercourses and impacting on public areas eg Saltburn beach

Officer response:

It is not appropriate to prescribe particular types of renewable energy technologies. The decision on what type is most appropriate will be left to developers. However, the Council will support and encourage the use of solar panels where appropriate. The Council recognise the importance of reducing pollution from public sewers and will work with Northumbrian Water Ltd to upgrade sewerage systems during the Plan period.

DLP129**Full Name:** James Copeland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

General Development Principles d. minimises the loss of best and most versatile agricultural land f. has adequate infrastructure, services and community facilities to serve the development m. manage surface water close to its source and on the surface where reasonably practical to do so. We welcome the authorities intention to avoid significant harm to agriculture land. Many rural business continue to suffer from a lack of adequate infrastructure, services and community facilities to serve their current needs, and concern that this policy will alienate rural communities is of concern. We would welcome the inclusion of SUDS within developments to prevent overloading local land drainage or associated flood implications

Officer response:

The Council will continue to support rural businesses. Businesses will be encouraged to locate to the existing centres and allocated employment sites to ensure, where possible, new businesses are located in locations where there is existing infrastructure to support the development.

Section/Policy**Policy SD 4****General Development Principles**

DLP696

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Policy SD4 (General Development Principles) With reference to criteria m, it is recommended that this criteria is reworded to read "manage surface water close to its source and on the surface, protecting or enhancing biodiversity." or "manage surface water close to its source and on the surface, protecting or enhancing biodiversity where practical to do so, or provide equivalent mitigation elsewhere."With regards to criteria r, it is recommended that 'if appropriate' is deleted and the criteria should read "incorporate infrastructure and services to serve the development including recycling and waste facilities, and Sustainable Drainage Systems".

Officer response:

Criterion m will be reworded as requested to manage surface water close to its source and on the surface, protecting or enhancing biodiversity. With regard to criterion r, the words "if appropriate" will be replaced with the following text 'incorporate infrastructure and services to serve the development including recycling and waste facilities, and Sustainable Drainage Systems'.

Section/Policy**Policy SD 5****Developer Contributions**

DLP1136		Comment summary:	Officer response:
Full Name:	Kate Wheeler	Policy SD5. Natural England notes the list of matters for which contributions will be sought. Natural England welcomes the inclusion of landscape, biodiversity and habitat creation within this list.	Support noted.
Organisation:	Natural England		
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP173		Comment summary:	Officer response:
Full Name:	Mr Jeremy Garside	Agree with this section.	Support noted.
Organisation:	Tees Valley Wildlife Trust		
Agent Name:			
Agent Organisation:			
Submission type:	Web		
Agree with section?:	Yes		

DLP309		Comment summary:	Officer response:
Full Name:		We support the use of Developer Contributions to improve landscape, biodiversity and natural heritage assets.	Support noted.
Organisation:	Tees Valley Nature Partnership		
Agent Name:	Mr Jeremy Garside		
Agent Organisation:	Tees Valley Nature Partnership		
Submission type:	Web		
Agree with section?:	Yes		

Section/Policy**Policy SD 5****Developer Contributions****DLP879**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

The Agency is generally supportive of securing developer contributions through the use of planning obligations and is particularly supportive of the use of CIL to ensure contributions are collected towards the cost of new and improved transport infrastructure to mitigate against the adverse impacts created by development, to ensure that new developments are or can be made to be sustainably accessible and can be accommodated by existing infrastructure without affecting its efficiency or safety. As such, the Agency is particularly supportive of parts 'f', 'g' and 'h'. In addition, the Agency notes in paragraph 2.39, that the Council may introduce a levy to secure funds to pay for infrastructure projects that would be required to mitigate the cumulative impact of all development. Utilising CIL as a mechanism to fund strategic improvements and address cumulative impacts would be particularly supported by the Agency.

Officer response:

Note support for securing developer contributions through the use of planning obligations and CIL if introduced.

DLP1274

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: No

Comment summary:

Taylor Wimpey would suggest that the wording of draft policy SD5 should be amended to make it clear that developer contribution will only be sought where they meet the tests set out at paragraph 204 of the NPPF and CIL Regulation 122.

Officer response:

Wording will be changed to include reference to the three tests set out in paragraph 204 of the NPPF.

DLP521

Full Name: Matthew Good
Organisation: Home Builders Federation Ltd
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

Need to clearly set out what infrastructure developer contributions will fund and assess this through the Whole Plan Viability Testing report. It is unlikely that a Â£500 per unit cumulative cost will fund all infrastructure projects listed in the IDP. Given the significant list of infrastructure projects, current government austerity and the viability issues identified it appears unlikely the Council will be able to fund all of the projects identified. In accordance with the NPPF the IDP will therefore need to prioritise infrastructure based upon its deliverability and ability to positively contribute to economic growth. If CIL is adopted this should be the only tool for collecting funds to address the cumulative impacts of development on types of infrastructure.

Officer response:

The IDP will set out in detail what infrastructure is essential to deliver the Local Plan and how projects will be delivered. A number of projects within the IDP will be funded by infrastructure providers rather than developers. Where this is the case, this will be stated within the IDP. It is also the case that some of the projects listed are not critical to delivering the plan. The Whole Plan Viability Testing included a Â£500 per dwelling contribution for the majority of sites for which large infrastructure projects won't be required. Where the Council expect larger infrastructure projects to be delivered as part of development, the estimated level of contribution required has been included within the viability testing. It is noted that CIL should be the only tool for collecting funds if adopted by the Council.

Section/Policy**Policy SD 5****Developer Contributions****DLP423**

Full Name: James Reid
Organisation: Barratt Developments Plc
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

Policy SD5 indicates that significant contributions will be sought from development to fund infrastructure projects within Redcar and Cleveland. We recognise a 'Planning Obligations SPD' shall be prepared in early 2014 but the current policy lacks clarity. It is unclear whether the Council intends to implement a Community Infrastructure Levy charge, which will have significant implications for the plan and in turn the viability of development. We suggest this should be developed alongside the Local Plan. As highlighted earlier, a nominal contribution of Â£500 per unit is used for s106/278 contributions within the viability study. It is unlikely that many of the projects outlined in the existing Infrastructure Delivery Plan (IDP) (September 2013) could be funded by such contributions. Furthermore, the viability study does not suggest a significantly higher contribution could be requested by RCC on most development sites. In accordance with the NPPF the IDP will therefore need to prioritise infrastructure based upon its deliverability and ability to positively contribute towards economic growth.

Officer response:

The Council does not intend to introduce a CIL until such time as development viability improves and it is appropriate to do so. The Whole Plan Viability Assessment used a average nominal contribution of Â£500 for the majority of developments. However, where sites were expected to fund large infrastructure projects, higher contribution amounts were used, around Â£3,000 per dwelling. The assessment still showed these sites to be viable with the higher levels of contributions. The IDP will set out which sites will be expected to contribute to essential infrastructure. Many of the infrastructure projects outlined will be funded by other sources rather than the development itself.

DLP397

Full Name: Emma Thornton
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

'Policy SD5' the need for affordable housing - there is a lot of development planned in Marske and Guisborough - none of which appears to mention affordable housing. Earlier in the document 'A continued lack of access to mortgage finance and the requirement for home buyers to provide larger deposits means that many households are still unable to become owner-occupiers' and 'This is likely to grow even further over the next few years, as access to mortgage finance continues to be limited.' this appears to contradict the fact that 'aspirational' properties appear to be planned for Marske and Guisborough - who is going to buy these large, detached 'aspirational properties' if there is little finance available and an 'ageing population'?

Officer response:

Any development in Marske and Guisborough will need to comply with Policy H2 Type and Mix of Housing and Policy H4 Affordable Housing. These policies require new residential developments to provide a mix of housing types and sizes and on all new housing developments of 15 or more dwellings (gross), a minimum of 15% of the total number of dwellings on-site will need be provided as affordable housing. Also, for all housing developments below this threshold, a financial contribution by way of a commuted sum, equivalent to a 15% on-site affordable housing contribution, will be expected. These policy requirements will seek to ensure that local people who cannot afford to purchase a new home do have access to a new home either through shared ownership or social rent. Also note that that the Local Plan will be delivered over a period of 15 years and built out to meet the expected demand at the time.

DLP812

Full Name: Mr Dave McGuire
Organisation: Sport England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Sport England welcomes the policy's inclusion of recreation as a matter for which contributions will be sought, but queries why sport is not included. Neither the PPS nor the Leisure Provision Strategy suggested that sport would not benefit from being a recipient of developer contributions indeed the former document makes detailed recommendations as what level of contribution might be required. As such Sport England objects to this policy as currently scoped.

Officer response:

Policy will be amended to include specific reference to sport.

Section/Policy**Policy SD 5****Developer Contributions****DLP697**

Full Name: Lucy Mo
Organisation: Environment Agency

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

We would support the inclusion of developer contributions which seek to increase the provision of habitat creation such as the construction of wetlands.

Officer response:

The policy will be amended to make specific reference to habitat creation.

DLP717

Full Name: Lucy Mo
Organisation: Environment Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

With regards to policy SD5 (Developer Contributions), this policy should be amended to specifically refer to such mitigation measures and 'the creation of a healthy water environment'.

Officer response:

The policy will be amended to include reference to mitigation measures for creating a healthy water environment.

DLP130

Full Name: James Copeland
Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Developer Contributions i. rights of way improvements l. improvements to landscape, biodiversity and heritage assets including habitat creation and repair or restoration of historic buildings and structures. While appropriate improvements to PROW, landscape, biodiversity and heritage assets can have significant benefit. We would welcome careful and collaborative consideration of the location and scale of any such activities upon rural businesses.

Officer response:

Planning obligations of this sort will be subject to a viability assessment and will not impact on development deliverability.

Section/Policy**Policy SD 5****Developer Contributions**

DLP381**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy SD 5 indicates that the Council will seek to secure developer contributions in order to fund necessary infrastructure and other community benefits required as a consequence of development. Developer contributions will normally be secured through planning obligations. In the event that the Council adopts a Community Infrastructure Levy (CIL), certain developer contributions will be payable through this mechanism. The level of developer contribution will be commensurate with the scale and nature of the proposal. Although our client supports the necessity for developer contributions, these should not impact upon the viability of a site being developed. The deliverability of development is key and the policy should reflect the need for an appropriate viability assessment.

Officer response:

All planning obligations will be subject to a viability assessment to ensure sites are still deliverable. However, in some cases infrastructure may be required to mitigate the impact of the development and be essential for site delivery. Further guidance will be provided in the Planning Obligations SPD. A CIL will also be subject to a viability assessment.

Section/Policy**Policy SD 6****Renewable Energy****DLP833****Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

We support this policy, in particular the recognition within the text that there are sensitive locations outside the Borough (for example the National Park), which may be affected by renewable energy proposals.

Officer response:

Support noted.

DLP1243**Full Name:** Mr Bob Moodie**Organisation:** New Marske Residents Association**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We would have liked you to have defined and provided guidance to protect the minimum separation/proximity distances between turbines and homes. We will no doubt see a proliferation of single turbines appearing all over the place and as government are looking towards local authorities and communities bringing forward proposals to build schemes of up to 10MW. Any proliferation of single turbines and or wind farms could really become a big issue for residents over visual damage and noise related aspects. This could lead to a detrimental affect regarding their general health and wellbeing, which could result in them suffering with stress and general health related issues.

Officer response:

Polciy SD6 seeks to ensure that renewable energy developments, including wind turbines, are located in suitable locations, however it is not considered appropriate to set a minimum seperation distances between wind turbines and homes. Appropriate seperation distances would vary on on a case-by-case basis as issues such as visual amenity and noise would be influenced by variables including scale, topography and landscape. National planning practice guidance (DCLG, 2014) states that local planning authorities should not rule out otherwise acceptable renewable energy developments through inflexible rules on buffer zones or separation distances.

DLP1229**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The RSPB objects to this policy due to its failure to recognise the potential for adverse effects on the Teesmouth and Cleveland Coast SPA, North York Moors SPA and other protected sites, through a presumption of support for schemes located in urban industrial areas, which include any within the Development Limits that could affect adjacent SPA sites. The HRA identifies that this policy fails to adequately explain that ecological considerations should inform judgements of landscape sensitivity and suggests inclusion of an Appropriate Assessment requirement as mitigation. The HRA does not address the strong support for renewable energy developments in urban areas. In rural areas, any recommendation that renewable energy proposals are located within designated Restoration Landscape Areas should be without prejudice to any statutory obligations to protect designated areas, including the Natura 2000 sites that could be affected by any proposals. This policy explicitly refers to the need to prohibit renewable energy development in areas protected by national landscape designations, or National Park. As a priority, Policy SD 6 should explicitly refer to the need to restrict renewable energy development that is likely to result in adverse effects on Natura 2000 sites, including those within, or near urban industrial areas. It is suggested that additional wording is included for Natura 2000 sites, that:"Renewable energy developments will not be allowed within, or where they are likely to have an adverse effect, alone, or in combination with other plans or projects, on designated ecological sites, unless they meet the exceptions criteria set out in Policy N4". Policy SD 6 should also include mitigation, in line with the recommendations made for Policy SD2. Object to Paragraph 2.47, ecological sensitivity should be a separate consideration from landscape.

Officer response:

Policy will be updated in line with recommendations to ensure that Natura 2000 sites are adequately protected. Wording at 2.47 will be updated to ensure ecological sensitivity is a separate consideration.

Section/Policy**Policy SD 6****Renewable Energy**

DLP302**Full Name:** Mr Robert Stockford**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Banks Renewables Limited (BRL) welcome the rejection of policy SD6a that includes a minimum separation distance between wind turbines and residential properties. BRL objects to the rejection of Option SD6b, and believe it should be adopted. BRL strongly reject the assertion that there is currently insufficient evidence to identify specific sites or at least Broad Areas of Search in relation to onshore wind and consider this statement is incorrect. The Council have already undertaken an exercise to identify suitable areas for onshore wind in the Borough in the Renew Tees Valley Wind Energy Capacity Study 2004. This considered a number of constraints to onshore wind including wind speed, aviation, residential amenity and environmental and landscape designations and identified a number of core 'Wind Energy Resource Areas' where wind energy developments are potentially deliverable in Redcar and Cleveland. BRL believe that in line with the NPPF a natural step for the Council would be to include the findings of the report in the Local Plan specifically the three 'Wind Energy Resource Areas' so that development of such sources can be secured. BRL object to the decision to omit any reference of the report in the Plan and question how such a decision has been taken, especially as it leads to a strong conflict to the clear guidance within NPPF. BRL object to Policy SD6 as it currently fails to reflect the presumption in favour of sustainable development that lies at the heart of national planning policy and clearly does not attempt to recognise the important role that renewable energy has to play in securing a sustainable future for Redcar and Cleveland and the UK. Policy SD6 needs to be amended to reflect the importance of renewable energy in securing a sustainable future as stated in national planning policy. BRL object to the statement 'Renewable energy schemes will be supported and encouraged to help meet the Government's climate change objectives and targets for electricity generation from renewable sources' and consider that it needs to be expanded so that it adheres to the NPPF and reflects the inherently sustainable nature of all renewable energy developments and the economic, environmental and social contributions that they make. Furthermore, BRL object to the duplication of Policy N1 which already requires all forms of development to adhere to the exceptions criteria and question the merits of replicating it again in Policy SD6. BRL strongly object to proposed blanket ban on development that will create an impact upon nationally protected landscape areas or Sensitive Landscape Areas and firmly believe that it should be removed. Impacts can be positive, negative and vary in terms of scale and acceptability and this approach adopted in Policy SD6 is unsound. It is not acceptable in any way to enforce such a policy that blatantly restricts and negatively predetermines development before it has been individually assessed on its own merits especially for renewable energy that is an inherently sustainable form of development. The policy test should be 'developments will not be allowed where they result in unacceptable impacts upon nationally protected landscape areas or Sensitive Landscape Areas'.

Officer response:

The NPPF states that the local planning authority 'should consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources'. While the Tees Valley Wind Energy Capacity Study (2004) identifies areas of least constraint, it was not considered an adequate evidence base to identify the areas identified within Redcar and Cleveland as 'suitable areas for renewable and low carbon energy sources'. The study predates the Landscape Character Assessment (2006) and associated Supplementary Planning Document (2010) which should also be taken into consideration as part of any planning application for renewable and low carbon energy. However, the policy/supporting text will be updated to make reference to the study. The policy does not impose a blanket ban on development that will create an impact on nationally protected landscape areas or Sensitive Landscape Areas, rather it seeks to ensure that the impact is not unacceptable with regard to the landscape, as detailed in policy N1. Nevertheless, the policy will be updated to include more positive wording and to avoid repetition.

DLP205**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We are disappointed to note the rejection of minimum separation distances between wind turbines and residential property, preferring to judge each case on its merits. If a residential property is 500m from a turbine then the location is irrelevant and there can be no difference from one application to another. The only possible exception could be an application from an individual eg farmer who is in an isolated location away from other property. Much better would be the restriction of wind turbines to suitable industrial areas

Officer response:

Policy SD6 seeks to ensure that renewable energy developments, including wind turbines, are located in suitable locations, however it is not considered appropriate to set a minimum separation distances between wind turbines and homes. Appropriate separation distances would vary on a case-by-case basis as issues such as visual amenity and noise would be influenced by variables including scale, topography and landscape. National planning practice guidance (DCLG, 2014) states that local planning authorities should not rule out otherwise acceptable renewable energy developments through inflexible rules on buffer zones or separation distances.

Section/Policy**Policy SD 6****Renewable Energy****DLP456****Full Name:** Ms Sarah Housden**Organisation:** North York Moors
National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The approach taken in Policy SD6 to minimising the impact of renewable energy developments on the National Park is welcomed, though could be strengthened. The policy is intended to deal with all types of renewable energy development though it is the visual impact of large turbines along the northern boundary of the Park that have the potential for the greatest harm to its setting, both from within and outside the Park. Policy SD6 should include reference to protecting the setting of the Park from both within and outside the protected area which would help to ensure that the wider impact of wind turbine developments on the setting of the Park are addressed. The list of criteria in Policy SD6 that will be considered when determining planning applications should also include the impact on recreation. We would be happy to suggest some amended wording for Policy SD6 to address the above comments.

Officer response:

Policy will be updated to include reference to protecting the setting of the Park and include consideration of impacts on recreation.

DLP1188**Full Name:** Malcolm Steele**Organisation:** Tees Valley
Unlimited/Local
Enterprise Partnership**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

LEP is supporting the development of Carbon Capture and Storage (CCS) to decarbonise the local economy. Reference to developing a CCS network in the Local Plan would be useful. This could be included as part of this policy.

Officer response:

Reference to development of a Carbon Capture and Storage network has been included in policy LS4 South Tees Spatial Strategy.

DLP1137**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Welcome policy, however in line with the HRA recommendation, such proposals should also consider the impacts of the development on other European sites Natural England advises that addition reference to this should be provided in the policy, for example, 'particular importance will be placed in minimising the impact of renewable energy developments on the North York Moors National Park and nature conservation sites'.

Officer response:

Policy will be amended to ensure suitable protection of European sites.

Section/Policy**Policy SD 6****Renewable Energy****DLP698**

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This policy should seek to encourage the development of district heating, including retrofitting and in new developments. This is due to the unique opportunities presented by the Tees Valley's energy intensive industries. Supporting such district heating will allow energy intensive businesses to operate more efficiently and help to lower the carbon generated in the borough. This will also assist in the long term resilience of the economy to climate change and improve the local environment.

Officer response:

Paragraph 2.44 explains that we will support the potential for waste heat from industrial processes being used to heat homes, businesses and community services, however the Policy will be updated to explicitly support the development of district heating, including retrofitting and in new developments.

DLP440

Full Name: Tom Blenkinsop MP
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Wind turbine development that has a direct beneficial gain for the community or for local businesses (e.g. farms or small workshops) should be given priority. The existing National Grid line from Lackenby to Boulby should be safeguarded and, if necessary, strengthened, in view of the increasing demand on the existing line from new housing development.

Officer response:

Comments noted. Paragraph 2.44 of the supporting text explains that we will support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network. The National Grid are consulted on any proposals close to, or under/over power lines and substations, to ensure that any issues are taken into account at an early stage and that safe clearances are maintained.

DLP310

Full Name:
Organisation: Tees Valley Nature Partnership
Agent Name: Mr Jeremy Garside
Agent Organisation: Tees Valley Nature Partnership
Submission type: Web
Agree with section?: In Part

Comment summary:

This policy should be amended so that it also gives protection to wildlife species, including significant impacts on populations of birds and adverse effects on priority species and species with legal protection such as bats.

Officer response:

It is not the intention of the Local Plan to duplicate protection given by other legislation, however the Policy will be updated to ensure adequate protection is given to wildlife species.

Section/Policy**Policy SD 6****Renewable Energy****DLP174****Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

This policy also needs to be extended to include species protection, for instance significant impacts on populations of birds and adverse effects on protected species such as bats and barn owls.

Officer response:

It is not the intention of the Local Plan to duplicate protection given by other legislation, however the Policy will be updated to ensure adequate protection is given to wildlife species.

DLP186**Full Name:** Mr John Dear**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Rejection of SD6a and 6b means that there is no agreed strategy for development of on shore wind farms. I wholly support the impetus for the area to become a centre for green technology and renewable energy. However the emphasis should be on technology where sustainable job creation is possible, rather than generation. It seems that current wind farm projects disregard local concerns about visual intrusion. Bearing in mind the need to develop tourism in the area, this seems misguided, as the long term economic benefits from tourism will outweigh short term benefits from wind farm establishment. None of the current wind farm projects seem to fit in the preferred less sensitive landscapes, such as Restoration Landscapes and suitable industrial areas

Officer response:

The Local Plan's strategy for the development of renewable energy is to encourage their use in suitable locations, detailing the issues which will be taken into consideration. SD6 includes a number of considerations which will be taken into account when assessing any planning applications including impact on residential amenity and impact on landscape.

DLP744**Full Name:** Mr H Lang**Organisation:** Durham Tees Valley Airport**Agent Name:** Anna Bensky**Agent Organisation:** Peel Holdings Ltd**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Whilst DTVA support and welcome the principle of Policy SD6 (Renewable Energy), which supports and encourages schemes to meet the Government's climate change objectives and targets for electricity generation from renewable sources, it is of fundamental importance that the operation of the Airport is not restricted. Any development which impacts upon the airport radar potentially compromises the safe operation of the Airport. In some instances wind farm developments will be unacceptable due to their location in the Airports airspace. In others it may only be acceptable if appropriate mitigation is provided. Individual schemes which may not be significant in their own right could have significant cumulative impacts. It is therefore important that Policy SD6 highlights the issue, sets out that schemes which significantly affect the Airport would be refused and where schemes may be acceptable subject to appropriate mitigation that conditions will be applied to that effect. Accordingly, we request that the following wording is included within the policy text: "Development proposals for the generation of renewable energy will not be granted if there would be any adverse impacts on airport radar, unless mitigation is possible and a scheme for its provision is agreed with the airport affected."

Officer response:

Policy will be updated in-line with suggestions.

LOCAL SPATIAL STRATEGIES

DLP802**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Local Plans should include strategic policies to conserve and enhance the historic environment of the area and guide how the presumption in favour of sustainable development will be applied locally. Policies need to be clearly strategic, otherwise they may be overridden by Neighbourhood Plan policies. If the policies delivering heritage conservation may be overridden then the Plan cannot be confidently predicted to deliver development needs sustainably throughout the Plan period.

Officer response:

A statement setting out the strategic policies will be prepared alongside the revised Local Plan.

Section/Policy**Policy LS 1****Greater Eston Spatial Strategy****DLP813****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Sport England supports the aspiration at point f "to maintain and where necessary enhance sports and community facilities".

Officer response:

Support noted.

DLP573**Full Name:** Ann Higgins**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The council has concentrated on creating a new district centre at Low Grange Farm. Businesses and residents of the Eston and Normanby area need the regeneration of their existing centres. Need to keep the Recreation Ground as an open space facility - large buildings here would further erode the open space we have left for our surrounding communities. Council should be doing more to protect the heritage of the Eston Hills and preserve them from further vandalism and erosion of modern day, which they have done little to for many years. The council has focussed on South Bank and Grangetown, rather than other district and local centres (Eston, Normanby, etc). District Centre Eston and surrounding local centres (Normanby) etc. The Eston District Centre should be the councils priority.

Officer response:

The policy explains that the Council and its partners will safeguard and support improvements to Eston District Centre, the Local Centres and other neighbourhood shops. The Local Plan does not propose building on the Recreation Ground. The Local Plan contains a number of policies which aim to protect Eston Hills, including policies protecting landscape, historic assets and biodiversity.

DLP704**Full Name:** Janet Jeffrey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is a shortage of appropriate care homes in Greater Eston. Would like to see the Great Park restored to its former glory. Concerned that people are not being properly consulted about proposals for Low Grange.

Officer response:

The Local Plan makes allocations for assisted living apartments to help meet the ongoing demand for this type of accommodation as the number and proportion of older and retired residents across the borough increases. The Council are currently identifying priorities in Greater Eston, with The Great Park (Eston Rec) still remaining one of our areas for future development. The Council will be consulting people once we have a clearer view on proposals and timeframes. This will be a separate process to the Local Plan. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Section/Policy**Policy LS 1****Greater Eston Spatial Strategy****DLP1259****Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We would generally support Policy LS1 and in particular; 1. The inclusion of Normanby within this wide sub area; and 2. Criterion 'c' which states that the Council and its partners will: develop new housing throughout the Greater Eston Area to meet the needs and aspirations of the local residents. We consider that there is a need to provide additional good quality housing in this part of the Borough and our client's site at Woodcock Wood would help meet such needs in a sustainable and attractive location . Our clients site uniquely in the Greater Eston Sub Area ,and the Redcar conurbation as a whole, has the attributes that would make it attractive for higher value executive and executive style housing, including self-build housing. In relation to Criterion 'a' we would counsel against too heavy reliance on the housing allocation at Low Grange Farm which is in a poor market area and is unlikely to deliver the quantum of housing development within the Local Plan period suggested in Policy 3.2.

Officer response:

Support noted. The Woodcock Wood site was rejected for housing development as the proposals would remove the defensible boundary established by the A174, which helps to effectively contain the built-up area and distinguish it from the Eston Hills and open countryside, and could encourage further development south of the Parkway. Development could have an adverse visual impact on the Eston Hills landscape and the ecological value of the adjacent woodland and country park, which is recorded as having European protected status and biodiversity priority species. Also the site is remote from the local community and the potential scale of development may have unacceptable implications for the local road network. Development of the Low Grange site is a key Council priority and there is developer interest in the site. This has influenced the suggested phasing where it is envisaged that this site will be built out gradually. The projections also take into account the existing development at High Farm and the allocation of the former Town Hall site in the wider area when calculating delivery rates across the period. The phasing also takes into account the need for enabling infrastructure requirements. It is therefore considered that the suggested build rate is appropriate.

DLP1138**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

In regard to Policy LS1: Greater Eston Spatial Strategy, Natural England highlight the concerns raised within the HRA which note recreational impacts on Natura 2000 sites is a possibility. However other commitments such as; improving pedestrian, cycle and public transport accessibility, enhancing green routes, improving links between green routes and establishing high quality urban green space within LS1 are welcomed.

Officer response:

Comments noted.

Section/Policy**Policy LS 1****Greater Eston Spatial Strategy****DLP547****Full Name:****Organisation:** Asda Stores**Agent Name:** Michele Steel**Agent Organisation:** Deloitte LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy LS1 sets out the Spatial Strategy for Greater Eston, which includes the settlement of South Bank. ASDA's store was previously designated as being within the South Bank District Centre. This designation was removed in the 2007 Core Strategy, which proposed a new District Centre at Low Grange Farm, approximately 1km south of the previous designation. The new District Centre has since been developed. ASDA's South Bank store and the adjacent units are now undesignated in the Draft Plan. Spatial Strategy aim c) is to, 'strengthen the role of Low Grange District Centre, whilst safeguarding and supporting improvements to Eston District Centre, the Local Centres and other neighbourhood shops.' ASDA supports the aim to strengthen the role of existing retail facilities within Greater Eston and would seek further policy support for its store and the surrounding retail and amenities. ASDA South Bank is the only ASDA store in the western part of Redcar and Cleveland and serves a large catchment including shoppers from Stockton-on-Tees Borough Council. The important role ASDA South Bank plays in the convenience retail economy is acknowledged in the 2011 Strategy Retail and Office Study ('the Retail Study'), which form part of the evidence base for the Draft Plan. The Retail Study finds that ASDA South Bank accounts for some 17% convenience goods expenditure within the Council area. It serves both the convenience shopping needs of the local population and attracts shoppers from the wider area to Greater Eston, encouraging linked shopping trips with Low Grange and Eston District Centres. The store is in a highly accessible location, close to established residential areas and adjacent to South Bank railway station. In addition to ASDA, a post office, local pub and additional retailers provide important services to local communities. In light of the above, it is considered that there is insufficient protection for the retail and amenity facilities at this location, which continue to serve an important function for local communities. It is requested that this area be re-designated as a District Centre in the new Local Plan. Such a designation would be in keeping with the spatial strategy aim to strengthen important retail provision in the Greater Eston area and ensure these facilities continue to complement the network of town centres.

Officer response:

It is not proposed to include ASDA's South Bank store as part of a district centre within the retail hierarchy. There are already district centres established in the area which provide a range of shops and services to meet the needs of the community. Whilst the role that ASDA South Bank plays in meeting the weekly shopping needs of local residents is recognised, it is not proposed to identify the site on the proposals map as a retail location.

DLP528**Full Name:** Anna Turley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

I note the commitment to 'protect and enhance the character and special qualities of the Eston Hills' and hope the local authority will consider the opportunities and the threats of the current proposed sale of the Lazenby Bank site in this context.

Officer response:

The Local Plan contains a number of policies which aim to protect Eston Hills, including policies protecting landscape, historic assets and biodiversity. Any planning application would need to accord with these policies regardless of site ownership.

Section/Policy**Policy LS 1****Greater Eston Spatial Strategy**

DLP881**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Confirmation is required that the level of proposed housing and employment growth can be delivered without detrimentally impacting on the network or can be satisfactorily mitigated, and that the infrastructure improvements proposed are capable of providing the required level of mitigation and are viable solutions that can be funded and delivered. The Agency will therefore continue to liaise with the Council during the development of the study to ensure that appropriate provisions are contained within the Plan to support the growth aspirations for the Greater Eston area.

Officer response:

Comments noted.

DLP825**Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

While we support this section, we would wish to see the principle of setting included in part (v) of this policy. This would ensure that the Local Plan is in accordance with the NPPF, in particular paragraphs 128 and 129, which recognise the potential contribution made by the setting to the significance heritage assets. The National Trust owns Ormesby Hall, within this defined settlement area, and would be pleased to provide further information on the significance of this historic asset if required.

Officer response:

Comments noted, part v will be updated in accordance with comments.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP814****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Sport England supports the aspiration at point j to 'seek improvements to sports and community facilities'

Officer response:

Support noted.

DLP1139**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy LS2: Redcar Area Spatial Strategy comprises South Gare and Coatham Sands SSSI, Redcar Rocks SSSI (which form part of the Teesmouth and Cleveland Coast SPA/Ramsar site) and the Coatham Marsh Local Nature Reserve. Policy LS2 seeks to promote and support the sustainable use of the foreshore and dunes in these sites whilst protecting and enhancing their features. Natural England welcomes the commitment to the protection and management of these sensitive sites.

Officer response:

Support noted.

DLP382**Full Name:****Organisation:** West Midlands Metropolitan Authority Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy LS 2 indicates that the Redcar Area Spatial Strategy includes the settlement of Marske. In achieving a sustainable community, in relation to Marske, the Council will aim to develop a significant area of new housing to the south of Marske and safeguard and enhance Marske District Centre. Our client supports the inclusion of the development of a new community to the south of Marske, which is a key objective of the Regeneration Masterplan and will be essential in meeting identified housing needs. Marske is well served by existing local services and shops in the District Centre and development to the south will generate additional income for these, safeguarding their long term future. The development of new housing will also help to enhance Marske's existing District Centre by increasing footfall and number of customers.

Officer response:

Support noted.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP1190**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Redcar town centre: all town centres in the Tees Valley are seen as part of the economic 'pull' of a more diversified and inclusive economy. Redcar town centre, along with its seafront, will play a major role in improving the visitor economy and providing a strong retail, entertainment and leisure offer. Policies LS2 and REG1 are therefore welcome as helping to build up a picture and vision of Redcar's contribution to growth in the Tees Valley over the next 10 to 15 years.

Officer response:

Support noted.

DLP175

Full Name: Mr Jeremy Garside
Organisation: Tees Valley Wildlife
Trust

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: Yes

Comment summary:

We support the policy especially with regard to the statements on protection and enhancement of features of the SPA.

Officer response:

Support noted.

DLP94

Full Name: Robert Barlow
Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: Yes

Comment summary:

I have expressed my interest to having a pier at Redcar and hoping for it to be added to the Redcar & Cleveland Local Plan Draft. I am aware of many people who are wanting this and hope the members of Redcar and Cleveland Council are now aware and look into a study if this can happen.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP510****Full Name:** Mr Eric Whitfield**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP511**Full Name:** Paul Dale**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP512**Full Name:** Patricia Darley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP502****Full Name:** Andrew Osborne**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP508**Full Name:** Alan W Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP506**Full Name:** Chris Wyatt**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP507****Full Name:** Arthur Biggs**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP529**Full Name:** Anna Turley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The policy should include support for a new pier. Marske should not be included as part of the conurbation. Question the cost of creating landmark sculptures. Object to development south of Marske for reasons including lack of infrastructure, it's a greenfield site, capacity of the landscape to accommodate development and impact on open space and the built and heritage assets. Longbeck should be mentioned under rail improvements.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier. The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. The inclusion of Marske within the conurbation and the Redcar sub area reflects the existing settlement hierarchy adopted through the LDF Core Strategy (2007), and no changes are being proposed through the Local Plan. Other comments are in relation to Marske Inn Farm (H3.1). Policy TA3 sets out the projects supported to improve accessibility. It is accepted that creating landmark sculptures is an aspirational project and subject to funding.

DLP504**Full Name:** Colette Lockwood**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP536****Full Name:** Tish Wallinger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP503**Full Name:** Dorothy Ahmed**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

A pier for Redcar

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP509**Full Name:** J Mary Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP501****Full Name:** Karen Robinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I was disappointed not to see any proposals for a pier as part of the leisure based development in Redcar and take this opportunity in expressing my concerns. I understand the current economic constraints which prevent large capital expenditure but hope that my representations and those made similarly will convince the Council to include a pier as an aspirational leisure and tourism development in line with the draft local plan. It is quite clear that such a development will bring economic and social benefits and which ultimately will become a heritage asset. It is envisaged that a self-sustaining community asset could be built, that would showcase local hi-tech marine engineering with a vision of a structure that would act as a platform for renewable energy and a vantage point for experimental offshore projects. Projects of this nature would allow an opportunity to pull together the local community, local industrial experts, and multinational contractors to create a unique focal point for the region. The pier, aside from the obvious social benefits would also act as a magnet for hi-tech commerce and academic research to bring significant job opportunities and economic growth for the area. Such a structure could also compliment a renewal energy visitor centre which could be incorporated into the structure itself, allowing the public a great understanding of renewable energy, the local environment and eco systems. It may further also incorporate an aquarium centre and lobster hatchery or indeed a wedding venue amongst others to help achieve its self-sustainability. The following policies have been considered in drafting the above amongst others: - SD1 "sustainable design; SD4 "general development principles; SD6 "renewal energy; LS2 "leisure and community facilities; LS2 "development renewable energy centre; LS2 "safeguard and enhance natural and historic environments of the town, coastline and locality " Regulation 1 " the delivery of mixed use leisure and tourism development of coast I hope you take the above issues into consideration and support the appeal that a pier is included within the draft local plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP500**Full Name:** Cheryl Sanderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP493**

Full Name: David Stones
Organisation: Newcomen Ward
Community Forum

Agent Name:
Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I understand that Redcar & Cleveland Council has published its Draft Local Plan, and that Public Consultation on the draft plan started on 21st October and ends on 2nd December. On looking at the Draft Plan it has been noted that there is no mention for a new 'Proper' pier for Redcar. Nearly everyone that I have spoken to in the last 2 years, has bemoaned the fact that we do not have a Pier, and as I am sure you are aware there is a campaigning group "The Redcar Pier Association" who campaign tirelessly to try and help get funding to enable the building of a Pier which will go out to sea, to date that organisation has a membership of over 2000 people, and this is growing on a continuous basis. The Draft Local Plan was discussed at some length at the forum's last meeting held on the 26th of November 2013, and it was agreed by everyone present, that I as Chair I write to yourselves, and express our concern that a Pier has not been included in the Local Plan for Redcar, and all members agreed that a pier should be included in the Local Plan. It was stated by a number of those present that natural pier (one that goes out to sea) is essential for encouraging growth in the local economy through tourism for Redcar as it does for Saltburn.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP442

Full Name: Carole A Simpson
Organisation:

Agent Name:
Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Policy LS2 It is difficult to see why a substantial area of new housing to the south of Marske is proposed, it certainly isn't needed. A look at properties for sale on the Rightmove web site shows that there are currently 310 properties for sale within Marske and almost 1000 within 3 miles. All price ranges seem to be represented. The current supply of housing seems to be more than adequate, and is likely to remain so for the foreseeable future. It is impossible to justify any new housing on greenfield locations in this area of the borough.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP485

Full Name: Patrick McGovern
Organisation:

Agent Name:
Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP224****Full Name:** Anita Conway**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP426**Full Name:** Judith Mcardle**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP598**Full Name:** Carl Conway**Organisation:** The Redcar Pier Association**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP588****Full Name:** Mr Kester Marsh**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP398**Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

3.14 'Marske has always maintained its own distinctive character, and remains separated from Redcar by a green wedge.' this quote is very important, as a resident of Marske I am concerned that the proposed developments will join Marske to New Marske and Saltburn and there will no longer be any 'strategic gap' between the 3 villages. People choose to live in East Cleveland as they prefer village life and as quoted in your introduction enjoy 'a high quality environment that makes it an attractive place to live' this is deeply under threat if you join Marske, New Marske and Saltburn to Redcar in one huge urban sprawl, characteristic of the Costa Del Sol or Ingleby Barwick.

Officer response:

A green wedge will be maintained between Redcar and Marske to ensure that the two settlements do not coalesce and maintain their identity. This is a requirement of Policy N2 Green Infrastructure. Strategic Gaps will also be retained between Marske and New Marske and Marske and Saltburn. Whilst it is recognised that the proposals for Marske Inn Farm would result in a narrowing of the strategic gap between Marske and New Marske, Policy H3.1 indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity.

DLP340**Full Name:** J Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Would like to see a traditional pier for Redcar included in the plan. The pier could use locally sourced materials and local labour. Would further enhance the regeneration of Redcar. The pier would become an additional tourist attraction. A pier could incorporate the ability to generate green energy. The Regeneration Policy for Coatham could be extended to include a pier within its remit. A new pier would need to avoid the SSSI area. and acknowledge the importance of these sites. The pier could incorporate a marine/conservation facility. A pier would be a heritage asset for future years. Funding for a pier would need to come from external sources but we think that it is important that the desire for a pier is endorsed.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP338****Full Name:** Denise Waring**Organisation:** Redcar Angling**Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I would also comment that more resident parking places are required for those living in my area, as there are too few places for the number of people who live here and have no off-read parking.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP743**Full Name:** Simon Fleming**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP540**Full Name:** Pam Canaway**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP486****Full Name:** Will King**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP608**Full Name:** Keith Cooper**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP223**Full Name:** Anthony Young**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP1322****Full Name:** Bec O'Brien**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Request plans for pier at Redcar to be included in the Local Plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP1838**Full Name:** Mrs Queda Hutton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Would like to see a traditional pier included in the plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP1434**Full Name:** Ian Fleming**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP1431****Full Name:** John Kruse**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP1260**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We object to the inclusion of Marske with the Redcar Sub Area. Marske is neither physically nor functionally part of the conurbation but a free standing settlement with its own character. It does not form part of the Redcar Sub Area and should therefore be excluded. As such the scale of development proposed through Policy LS2 and H3 is disproportionately large and unsound.

Officer response:

The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. The inclusion of Marske within the conurbation and the Redcar sub area reflects the existing settlement hierarchy adopted through the LDF Core Strategy (2007), and no changes are being proposed through the Local Plan.

DLP1275**Full Name:** Mr Iain Pay**Organisation:** Taylor Wimpey North
Yorkshire**Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Taylor Wimpey object to policy LS2 for two fundamental reasons and do not consider that the policy is necessary. As outlined above [see DLP1272], Taylor Wimpey consider that Marske should not be included within the conurbation, and therefore the Redcar Spatial Strategy, because it is physically separated from the main conurbation and has its own distinct identity. Policy LS2 proposes that the vast majority of Redcar's housing requirements will be met through housing development on one single site in Marske (Policy H3.1), with, by comparison, only a very limited amount of development being proposed in Redcar itself. We consider this approach to be unsound. The text accompanying the policy confirms that Redcar is the largest town in the Borough yet the plan does not provide for any significant housing development within it or around it. The Draft Local Plan does not justify this in any way and the accompanying Sustainability Appraisal does not indicate that any realistic alternatives were considered by the Council in arriving at this strategy. As the largest and most sustainable settlement in the Borough, it is surely expected that at least some further development will be proposed in Redcar where there are sustainable, viable and deliverable sites.

Officer response:

The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. The inclusion of Marske within the conurbation reflects the existing settlement hierarchy adopted through the LDF Core Strategy (2007), and no changes are being proposed through the Local Plan. All potential housing sites have been assessed and it is considered that the locational strategy can be achieved through the sites identified in the Local Plan. Other sites that have been rejected for allocation are considered to be less suitable.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP734****Full Name:** Dawn Fleming**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP1103**Full Name:** Mr Russell Moxham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Marske has been included as part of the conurbation and housing at Marske included in the draft Local Plan following representations from Knight Frank on behalf of the West Midland Pensions Fund. Residents views haven't been taken into account. Development is being proposed on brownfield rather than greenfield land.

Officer response:

The locational strategy aims for at least 60% new development in the conurbation, to ensure a sustainable pattern of development and to broadly retain the existing population split between the urban and rural parts of the borough. The inclusion of Marske within the conurbation and the Redcar sub area reflects the existing settlement hierarchy adopted through the LDF Core Strategy (2007), and no changes are being proposed through the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP762**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy LS2 - in Policy LS1 (Greater Eston Spatial Strategy) and Policy LS3 (Rural Communities Spatial Strategy) we are advised that development must safeguard and enhance buildings, sites and areas of heritage and cultural importance. However, the corresponding requirement in the Redcar area requires this only of the heritage assets at Kirkleatham Village - thereby leaving the remainder of it vulnerable to development which does not provide such protection.

Officer response:

The text will be changed to include safeguarding and enhancing all buildings, sites and areas of heritage and cultural importance.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP669****Full Name:** Terry Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP633**Full Name:** Mick Emmerson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP624**Full Name:** M Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP676****Full Name:** Mrs G Christie**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Welcome the new leisure facilities coming to Redcar, but worried about certain other aspects of development. Development on Esplanade is seasonal due to strong winds and inclement weather, therefore more development needs to be on the High Street. Redcar House seems to involve demolition of a whole block of the centre of Redcar for houses that could be anywhere. This is not consistent with the part of the plan which emphasises the importance of the historic environment.

Officer response:

Support for leisure facilities noted. The Policy seeks to secure leisure development in the town centre as a whole, including the High Street. The policy seeks to support the Redcar House proposals set out within the Regeneration Masterplan. Any impact upon the historic environment would need to be carefully considered against the historic environment policies contained in the Local Plan.

DLP593**Full Name:** Stan Field**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP568**Full Name:** Simon Webster**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP578****Full Name:** Mr Steve Whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The Local Plan should include a proposal to build a pier in Redcar which could include a range of uses such as a renewable energy visitor centre, an aquarium, a lobster hatchery or a wedding venue.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP581**Full Name:** Mrs Jane Shill**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The Local Plan should include a proposal to build a pier in Redcar which could include a range of uses such as a renewable energy visitor centre, an aquarium, a lobster hatchery or a wedding venue.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP586**Full Name:** Mr Gaffney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP587**Full Name:** Mrs Margaret Gaffney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP621**Full Name:** Helen White**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP591**Full Name:** J Watson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We need a real pier.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP618****Full Name:** Katherine Hierons**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP594**Full Name:** William Martin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP595**Full Name:** Ellen Martin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP596****Full Name:** Mrs Angela Dale**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP605**Full Name:** Brian Llewellyn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP607**Full Name:** Michael White**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP541****Full Name:** Craig Moore**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP589**Full Name:** Linda Marsh**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP65**Full Name:** Rebecca Clark**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. Believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc. The Redcar Pier Association are a group of residents and business owners, if you find out more about them it will be plain to see for yourselves the popularity and passion of the members of The Redcar Pier Association you will see that Redcar's residents are most definately showing an interest in wanting a pier in their town.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP56**Full Name:** Brian Morton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I noted that you claim no demand for a conventional pier to be included in the strategic planning for Redcar. I think that if you were to ask the council leader among others and look at the membership of the Redcar Pier Association you would see the evidence for public demand for a pier. Are not council departments supposed to take account of ALL evidence? Please make the necessary enquiries.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP82**Full Name:** Arthur Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I'm led to believe that there are no future plans for a pier in Redcar. I do appreciate the cost of such a project, however, I also believe that the benefits for Redcar will be significant over time. So much emphasis is put on saving money or making money but surely consideration must given to providing pleasure, not just for local people but also visitors.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP80**Full Name:** Linda Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The majority of people in Redcar would like a PROPER PIER. Myself included, Wake up planning dept.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP75**Full Name:** Lorraine Hodges**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like a new pier at Redcar to be included in the Council's proposed long term development strategy for the area. For the Council to say that they do not know about the public support for a real pier is rubbish, everybody in Redcar knows about it including some people out of town. The Council need to get their act together and think about what the public want instead of themselves.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP74**Full Name:** Sylvia Horseman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase its offshore engineering skills and could be a potential site to allow feasibility studies for offshore and tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor/leisure facilities and renewable energy. We are not asking to fund or build this themselves but we are asking them to include a new pier in their long term strategic plans and recognise our greatest asset, the beach.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP73**Full Name:** Carole Marie Powell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase its offshore engineering skills and could be a potential site to allow feasibility studies for offshore and tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor/leisure facilities and renewable energy. We are not asking to fund or build this themselves but we are asking them to include a new pier in their long term strategic plans and recognise our greatest asset, the beach. Looking back at photographs has made me see what a wonderful place Redcar was. A series of bad decisions made by past councillors has taken the traditional beautiful buildings out of Redcar and moulded Redcar into what we see today. Redcar needs the life breathing back into it and the inclusion of a new pier would be the beginning of Redcar's return to glory. Look at Saltburn and envisage how Redcar could become. More visitors to Redcar would mean more business opportunities in the town. Quality shops would attract yet more visitors and more business for all.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP72**Full Name:** Christopher Harland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Redcar needs a proper pier. Would like to see Redcar look like it did in the past and not the mess that it is now with shops and industries closing all the time. Tourism is the key to Redcar's future success. Every major seaside town has a pier and Redcar can be a major seaside town again attracting families and boosting the local economy. Its disappointing that Redcar does not have a pub/bar on the seafront.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP71**Full Name:** Andrew McLeod**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP67**Full Name:** Neil Scott**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. Believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. Not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP66**Full Name:** Cass Castagnoli**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc. A pier is always and will always be the focal point of any seaside town.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP49**Full Name:** Mark Gregory**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Redcar needs a pier. It has historically had a pier and this will attract many more visitors, I have been on Saltburn pier many times, and the Redcar beacon once, a Redcar pier would encourage me to visit, shop and relax so can we have a pier please

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP91**Full Name:** Mr Christopher Brouder**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I have read with some concern that a new pier at Redcar has not been included in your 20 year development plan for the area. I would urge that you include a new pier in your forward planning for Redcar's future. This would be beneficial not only for the town but it's surrounding area helping to generate visitors, businesses and ultimately increased revenue for the council. You only have to look at the success of piers at Saltburn and Brighton to see the benefits a new pier at Redcar would bring. Redcar Pier Association are working hard to move this project forward and we fully support them and would hope that the council will give their support and include this in the Borough's 20 year development plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP51****Full Name:** Tommy Lawrie**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The people of Redcar and the area around Redcar have been campaigning for a pier to be built at Redcar for quite a few years now, and how on earth the Strategic planning can say they have heard of no public support for one beggars to belief. We would like a pier built at Redcar.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP47**Full Name:** John Benson**Organisation:** #NAME?**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to add my support for a traditional pier in Redcar, as I believe that you have not found their to be any public support for one so far?

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP64**Full Name:** Phil Barber**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Firstly can I congratulate you on the recent developments at Redcar. Having visited as a tourist for over 30 years, I welcome the investment and hopefully the revitalisation of your town. Sadly I will be unlikely to be visiting again due to the obscene destruction of the seascape by the pointless windmills. Thankfully they are obscured by the concrete Berlinesque sea wall that has been erected along the promenade, which does make driving along the sea front somewhat pointless.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP63****Full Name:** Andrew Raine**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc. Having grown up in Redcar and now only a periodic visitor to Redcar to see family (after all- there is nothing else left to go to visit for), I would love a PROPER pier to visit and would make my visits more frequent and worthwhile. I may spend some more money too!!

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP52**Full Name:** Karen Anderton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see a new pier at Redcar included in the plan. RCBC strategic planning department have put forward their draft plan for Redcar's future for the next 20 years and this does not include a pier as they are unaware of any public support for one. The support for the pier can be seen on the Redcar Pier Association's dedicated facebook page.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP53**Full Name:** John Kruse**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

It seems that the strategic planning committee have been unaware that the people of Redcar would want a proper pier included in the proposed "wish list". Please be assured that this is a high priority in many peoples minds compared to the eyesore that is the "beacon".

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP62****Full Name:** Patrick McGovern**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I and 99% of the Redcar residents I talk to, would like a new pier at Redcar to be included in the Council's proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase its offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site could well become a visitors attraction with the intended aim of being economically self-sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP61**Full Name:** Claire Sidebottom**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Just to make you aware there is massive local and national support for a proper pier in Redcar, rather than the tacky monstrosity of the vertical one. Please give this consideration in your plans.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP60**Full Name:** Tony Buckton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We believe that capital investment in such a community resource would allow local industry to showcase its offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc. Can't believe that the Council has not heard of Redcar Pier Association after all the publicity over the vertical pier. Would like a traditional pier like most other seaside towns. Lots of people use Saltburn Pier which was almost lost, but was saved.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP54****Full Name:** James Adamek**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see a traditional pier in Redcar. There is strong support for the pier through the Redcar Pier Association. You would struggle to find more than a handful of objections in the entire locality for something that would blatantly cement Redcar's place on the map and bring a much needed boost to local businesses by way of increased tourism and interest.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP55**Full Name:** Ms Olwyn Paschalis-Young**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Support a new pier being built in Redcar. Question how many people will be able to comfortably use the Beacon. A pier is needed where able or non-able bodied people can have access. Children and the elderly in particular would gain greatly from a Redcar pier.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP59**Full Name:** Martin Mullen**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Shocked to hear that the Council is unaware of any public support for a new pier at Redcar. Would like to see a new pier for Redcar included in the plan. Believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP58**Full Name:** Jill Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP57**Full Name:** Judith Mcardle**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to know why a horizontal pier has not been included in long term planning for Redcar. I understand that you were not aware of public/residents support with regards to a Pier, how can that be, when we have REDCAR PIER ASSOCIATION set up and has been running a few years now and Cllr Dunning knew as he is a member, You are aware that vey few people wanted the Beacon. There are volunteers working very hard, hoping that one day our future generations will be able to enjoy a proper pier. Can you explain the reason for this please.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP50**Full Name:** Stanley Swann**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see a pier in Redcar.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP141****Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Marske has always maintained its own distinctive character, and remains separated from Redcar by a green wedge. Marske is served by shops and services through its district centre, with employment opportunities at Longbeck Industrial Estate. The development of a new community to the south of Marske is a key objective of the Regeneration Masterplan, and will be essential in meeting identified housing needs.' You are about to destroy that 'distinctive character' and a substantial part of its remaining 'green wedge' (it is no longer separated from Redcar). The employment opportunities at Longbeck can never meet the demand from the new development and you have not yet demonstrated why housing needs can only be met in this way.

Officer response:

A green wedge will be maintained between Redcar and Marske to ensure that the two settlements do not coalesce and maintain their identity. This is a requirement of Policy N2 Green Infrastructure. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth across the Borough and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP221**Full Name:** John Lee**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP220**Full Name:** Gary Seymour**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Having read the strategic plan I see no evidence that the public of Redcar want a pier, why is this? Can you please include it on your Strategic Plan?

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP219**Full Name:** Giles Ward**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP222**Full Name:** Toni Young**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP158**Full Name:** Richard Boyes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I am surprised that there is no inclusion for a potential pier at Redcar within the local plan. How have you overlooked this when the public have been calling for a traditional pier since the consultation began on the Beacon and this has been highly publicised with hundreds of local residents joining a Redcar Pier page on facebook, including local councillors. I am also more concerned that the council deny knowledge of the publics desire to see a pier become reality when they actually know about it but choose to turn a blind eye to it. The council are elected to represent the public so I would like to see the prospects of a pier given serious airspace within the plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP156**Full Name:** Gerald Brown**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP44**Full Name:** Carl Conway**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP154**Full Name:** Caroline Barber-Miller**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to support the plan for the local group who have been campaigning for a new pier at Redcar. This would compliment the new renovations in the town. I believe the pier would give the seafront an increased sense of personality which would attract more people to the town. People enjoy walking along pierslook at Saltburn and Whitby on sunny summer and wintery days. Fishermen would also visit to fish from it. Could fishing competitions also be held on it? A glass walkway could be added to it to add a sense of uniqueness to it. I do believe funds could be sought from the eu , lottery etc plus local fund raising campaigns. Could i also say Redcar has some really good individual food stores . Could the council become involved in zoning these shops closer together and promote it as a shopping destination. It may encourage some of the shops to up their games ie the wet fish shop always looks empty and forlorn. Im not aware of another local town with a fish shop, local butchers , fruiterers and if we cud get a more local bakery or encourage those around to promote local specialties.....remember curd tarts and other yorkshire treats. This could make it more inviting and attract more people into the town. Ps have you thought about a parmo festival and competition with all the local restaurants taking part. Although far from healthy it maybe a crowd pleaser and definately unique. Say over the summer when an outdoors comp woulx be feasible??

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier. Section 5 of the Local Plan included policies for new retail developments. The Council do not at the present time have any intention to group specialist food shops together and therefore will not be included in the Local Plan. However, this is not to say that the Council would not support and lead on such scheme in the future.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP45**Full Name:** Steve Hanley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Please listen to the good people of Redcar & give us a Pier. We would love a traditional Pier not the eyesore we have called the Beacon. Mr Dunning says we wanted this but ALL the people I speak to did not want it & do not like it.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP46**Full Name:** Kathleen Miles**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP157**Full Name:** Judith Mcardle**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Please please include plans for a proper pier, you must realize that the local people want one, Redcar Pier Ass are working well to manage to get charitable status and we know what people want, for once please try to deliver. if you visit facebook you will see what hard work has been done.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP339****Full Name:** Mr E Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Would like to see a traditional pier for Redcar included in the plan. The pier could use locally sourced materials and local labour. Would further enhance the regeneration of Redcar. The pier would become an additional tourist attraction. A pier could incorporate the ability to generate green energy. The Regeneration Policy for Coatham could be extended to include a pier within its remit. A new pier would need to avoid the SSSI area, and acknowledge the importance of these sites. The pier could incorporate a marine/conservation facility. A pier would be a heritage asset for future years. Funding for a pier would need to come from external sources but we think that it is important that the desire for a pier is endorsed.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP88**Full Name:** Ray Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like a new pier at Redcar to be included in the Council's proposed long term development strategy for the area.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP268**Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

There is no mention of the aspirational plan for a horizontal pier on Redcar sea front. It is absolutely essential that this proposed project is included in the plan as the first step on the journey to delivering it. Failure to include it will send the wrong signal and be a death-knell for the project even before it has got off the ground. I wholeheartedly support the vision for a horizontal pier as I think that the town will benefit greatly from having one once again.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP109**Full Name:** Mr David Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP102**Full Name:** Mr David Laing**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. I understand no one in your department has heard about the Redcar Pier Association which is a community group campaigning for a real pier to be included in the plan. If you do not include a plan for a pier, which has been spoken about by your Councillors, in fact you have several as members, the Redcar Pier Association will not be able to apply for grants/funding. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP106**Full Name:** Ms Zena Breckner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP107**Full Name:** Ms Jill Scott**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP218**Full Name:** Mr G R Henderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Please find Location Plan attached. Further to LDF consultation I would be grateful if you make provision for a pier on Redcar Sea front in the plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP108**Full Name:** Ms Helena Kilvington**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough, to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP92**Full Name:** Ms Maureen Brouder**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I have read with some concern that a new pier at Redcar has not been included in your 20 year development plan for the area. I would urge that you include a new pier in your forward planning for Redcar's future. This would be beneficial not only for the town but it's surrounding area helping to generate visitors, businesses and ultimately increased revenue for the council. You only have to look at the success of piers at Saltburn and Brighton to see the benefits a new pier at Redcar would bring. Redcar Pier Association are working hard to move this project forward and we fully support them and would hope that the council will give their support and include this in the Borough's 20 year development plan.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP112**Full Name:** Mr Barrie T**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to express my interest for including a Traditional Pier for Redcar in the 20 year plan for Redcar. I think this would be a great and beneficial attraction for the town and to tourism as well and would help Redcar and local businesses in the future as well. Let's bring a Traditional Pier back to Redcar and make Redcar great again!!

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP113**Full Name:** Carl Quartermain**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort. Furthermore I would like to know if the beach itself features in your plans? Replenishing the sand, rebuilding and improving the groynes. Also bringing Birse Civil to come back and clean up the rubble they buried next to the defences will save money spent by the council to use the Neighbourhood teams resources over the next decade.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP120****Full Name:** Mr David Laing**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

How disappointing to speak to RCBC Strategic Planning Department to hear that they have no knowledge of the Redcar Pier Association AND that no one has put forward any representations from the public for Redcar to have a real pier. They state that they are not aware of ANY public support for a real pier and that is why it has not been considered in the 20 year plan for the Borough. The Council, both Councillors and Officers, are fully aware of who we are and what we are trying to achieve. We have had several meetings with Officers and Councillors, who fully support our idea, some Councillors are paid up members of the RPA. You only have to look at how successful Saltburn is with there pier, if you had the vision in your 20 year plan to have a pier, you would vastly increase footfall to the town both increasing revenue to the town centre and businesses alike. You cannot ignore what people have been asking for, the Council have done a fantastic job on the seafront, the Hub, Tuned Inn to name but a few. As a Redcar resident and Tourist Accommodation provider, I believe we are missing a real opportunity here which would be fantastic for the area. The Redcar Pier Association has 551 paid up and returning members, over 2,600 likes on Facebook with ever increasing monthly support. Our members are from all over Britain, the USA and Australia to name but a few. Over the next few weeks, we will be attending the open days for comments about the 20yr plan at the various locations given. I do appreciate the Council is facing massive funding issues and I know that to build a pier is expensive, last cost was Â£6.5 million, but look at the bigger picture of what the Council could achieve with a modern pier.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP122**Full Name:** Damien Harrison**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like a new pier at Redcar to be included in the councils proposed long term development strategy for the area. We believe that capital investment in such a community resource would allow local industry to showcase it's offshore engineering skills and could be a potential site to allow feasibility studies for offshore & tidal energy. The site would become a visitors attraction with the intended aim of being economically self sufficient through visitor / leisure facilities and renewable energy. We are not asking the council to fund or build this themselves but we are asking them to include a pier in the long term strategic plan and recognise the potential of our greatest asset, the beach, in the same way they identify sites for new housing, leisure facilities, businesses and retail parks etc.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP133**Full Name:** Mrs Yvonne York**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Please could you tell me why a Pier has not been included in the long plans for Redcar. I am absolutely disgusted that this hasn't been brought up seeing as how so many people wanted a proper pier not an azerosol in the sky tower thing.Let's be democratic and have a vote on what the people of REDCAR actually want....not what you think we want!

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP136****Full Name:** Ian Harm**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to appeal to you in relation to the 20 year plan for the borough to include plans for a real pier at Redcar. It is imperative that you do include this as the people of Redcar have continually asked the Council to listen to what they want. I do understand the financial restraints the Council are under but if you have put regeneration and tourism at the top of your lists, I could guarantee that this is one firm sure way of bringing this town back up as a fantastic seaside resort.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP48**Full Name:** Barbara Hansom**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

I would like to add my voice to the campaign for a new pier for Redcar. I have visited and do like the Beacon but it doesn't fulfil the same purpose. A long horizontal pier is good for fishing, a stroll along it, could incorporate a restaurant and amusements, evening entertainment, and is a very good place to watch the incredible sunsets.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP97**Full Name:** mr james e whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

What is the Redcar House project? Who approves and who pays for these 'landmark sculptures' ? An opportunity to link bus and rail services was lost during the recent town centre/ Morrisons development. The car park land between West Dyke Road and Westbourne Terrace was left by Redcar B.C. for road improvements. Better parking in the town centre will improve the viability of the shopping uses. The Redcar Lane/ Thrush Road junction could be improved by using the allotment land for slip roads. This again was land earmarked by Redcar B.C. for road improvements related to the level crossing. The viability of a 'park and ride' would depend on a massive increase in town centre use.

Officer response:

A sustainable Redcar House will be an energy efficient, distinctive and innovative style of housing that will be delivered on infill sites along the seafront and in the town centre, explanation will be added to the supporting text. Landmark sculptures are proposed as part of the wider regeneration of the seafront. There no plans for alterations to the car park at this time. The allotments at Redcar Lane/Thrush Road are identified on the proposals map as open space. They will continue to be protected for this use by policy N3 of the Local Plan.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP1230****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Where conflicts exist between potential adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and current use including recreational access and bait digging, we encourage the preparation of a strategic masterplan for the conservation and enhancement of biodiversity.

Officer response:**DLP609****Full Name:** Mr John Rudkin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP705**Full Name:** Janet Jeffrey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

The plan should give a real insight into our history. The Victorian charm of Redcar has been replaced by the modern additions of the promenade, sea defences and modern shelters. The plan should take peoples views into consideration. Redcar has lost its identity. Would like to see a traditional pier in Redcar.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP159****Full Name:** Tony Buckton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP611**Full Name:** Mr Bryan Lincoln**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP632**Full Name:** Mrs Julie Kinneavy**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP882**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Confirmation is required that the level of proposed housing and employment growth can be delivered without detrimentally impacting on the network or can be satisfactorily mitigated, and that the infrastructure improvements proposed are capable of providing the required level of mitigation and are viable solutions that can be funded and delivered. The Agency will therefore continue to liaise with the Council during the development of the study to ensure that appropriate provisions are contained within the Plan to support the growth aspirations for the Redcar area.

Officer response:

Comment noted.

DLP160

Full Name: mr james e whitam
Organisation:
Agent Name:
Agent Organisation:
Submission type: Web
Agree with section?: In Part

Comment summary:

What is Redcar House? An opportunity to link bus and rail services was missed with the 'Morrison development. The car park between West Dyke Road and Westbourne Grove was reserved by Redcar B.C. for road works related to the level crossing. Better parking in Redcar centre would improve the viability of the shopping uses. The congestion at the Redcar Lane/Thrush Road junction could be reduced by using the allotment land for slip roads. This land was reserved by Redcar B.C. for road works related to the level crossing.

Officer response:

Comments noted. The Redcar House project was identified as a project through the Regeneration Masterplan to introduce a new form of town centre living to the seafront.

DLP81

Full Name: Ian Fleming
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

As a Redcar resident can I just state how delighted I am at the completed sea front developments which clearly are a credit to the area and seem to be generating interest and business. I support the above proposal [a pier] which on completion would be another major attraction and boost to the town and complement the great improvements already provided. I consider then that this proposal should be allowed for and incorporated into the draft future planning for this area. The interest in this proposal continues to gain support and our Council although presently cash strapped should encourage substantial engineering ideas like this which will enrich our lives and provide employment in the construction phase and long term use in the future.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP597**Full Name:** Mrs Debbie Hanson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP603**Full Name:** Mrs Susan Healy**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP604**Full Name:** Mr Bryan Gibbons**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy****DLP183****Full Name:** Mr Keith Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Delete the bullet point about a substantial area of new housing to the south of Marske. A look at properties for sale shows that there are currently 310 properties for sale within 1 mile of Marske centre and 931 within 3 miles. Therefore there appears to be an adequate supply of housing for the foreseeable future in this area. Of the houses for sale, about 40% are under £125,000 and 10% above £250,000, all price bands therefore appear to be served. House prices in Marske are currently about 3% below the 2012 value and 14% below 2007 (Source Rightmove.co.uk). A sizeable additional development will therefore merely serve to increase the oversupply of housing and to depress prices still further. ALL housing development in the borough within the next 10 years should be on brownfield locations of which there is an adequate supply.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP610**Full Name:** Mr Keith Wiks**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP599**Full Name:** Mr Roger Moore**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Request that the policy includes support for a new pier as part of the leisure based development in Redcar. The pier would bring social and economic benefits to the Borough.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

Section/Policy**Policy LS 2****Redcar Area Spatial Strategy**

DLP631**Full Name:** Mr Andrew Redcar**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We are writing to you as you may or may not be aware that RCBC strategic planning department have put forward their draft plan for Redcar's future for the next 20 years and this does NOT include a pier, as they say they are unaware of any public support.

Officer response:

The Council is aware of the support for the development of a new pier in Redcar. The development of a new pier will be subject to the availability of funding and the impact on the various environmental designations in the area. The policy will be amended to indicate support for the investigation into the feasibility of developing a new pier.

DLP335**Full Name:** Mrs J Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

More parking should be created at the eastern end of Redcar High Street (Zone H).

Officer response:

Public parking provision is dealt with in other Council strategies.

Section/Policy**Policy LS 3****Rural Communities Spatial Strategy****DLP815****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Sport England supports the aspiration at point g to "seek improvements to sports and community facilities".

Officer response:

Support noted.

DLP1211**Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

We broadly support Policy LS3, particularly bullet point a) which recognises the importance of Guisborough as the principle Rural Service Centre and acknowledges the need to promote retail, leisure and tourism uses. We also support bullet point e) which supports the development of housing of an appropriate scale in suitable rural settlements, such as Guisborough.

Officer response:

Support noted.

DLP1140**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy LS3: Rural Communities Spatial Strategy includes the Heritage Coast and lies on the periphery of the North York Moors National Park. The coastline to the south east of Saltburn is designated as a Heritage Coast. Natural England support policies for the management and conservation of Heritage Coast areas, their natural beauty and for public enjoyment. Policy LS3 safeguards the Heritage Coast and provides a network of green infrastructure routes into and between the National Park and Heritage Coast.

Officer response:

Support noted.

Rural Communities Spatial Strategy

DLP142		Comment summary:	Officer response:
Full Name:	Mr Timothy Argument	You will 'encourage the development of a new hotel in Saltburn and support the enhancement of its role as a visitor destination;'. You do not provide occupancy stats on the current hotels or guest houses in Saltburn or Marske. At the same time you are proposing a sixty bed hotel in the new housing development. What IS this tourist boom (in New Marske Woods?) that you feel will fill all these beds? You will 'encourage the improvement of rail passenger services;investigate the feasibility for reintroducing rail passenger services into East Cleveland;' this is just aspirational verbiage, pure pipe dreams without any substance to address the real transport problems faced from Saltburn to Teesside, that your Housing Plan will clearly exacerbate (with c2,00- 2,500 more cars!)	The need for future hotel provision is evidenced in the Tees Valley Hotel Futures report (2009) which forms part of the evidence base for the Local Plan. Policy H3.1 does propose a hotel as part of the strategic housing site. No date for the completion of a feasibility study for reintroducing rail passenger services to East Cleveland can currently be set, however this does remain an aspiration for the future. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, we have aimed to locate housing sites in more sustainable locations, where need to travel by car will be minimised, while ensuring the borough's housing needs are met. All sites will be fully integrated into the transport evidence base assessments and if necessary requirements included in policy to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.
Organisation:			
Agent Name:			
Agent Organisation:			
Submission type:	Web		
Agree with section?:	No		
DLP1276		Comment summary:	Officer response:
Full Name:	Mr Iain Pay	Taylor Wimpey object to policy LS3 of the basis that, as outlined previously, there is no provision for further development in a number of the most sustainable settlements within the Borough, in particular Saltburn and New Marske. More development should be directed at Saltburn, which is identified in the Council's Settlement Characteristics Report as the most sustainable of the East Cleveland Towns yet, it is proposed to receive the least amount of development. The Council's decision to restrict new residential development in the most sustainable settlement is not justified and does not accord with the aims of the NPPF. Moreover, the wording of the policy as it stands is not consistent with the spatial strategy and draft housing allocations. It should be made explicit in the policy that further housing development should be directed at Guisborough given the role of the settlement and the allocations proposed in the settlement as part of the draft Local Plan.	Provision is made in policy H3.29 for residential development of the former Saltburn Junior School. In preparing the Local Plan the priority has been to accommodate new development on previously developed land and within existing settlements. In order to provide sufficient deliverable sites to meet the identified housing need, it has been necessary to allocate the most sustainable sites on the edge of existing settlements. These sites have therefore been allocated in the Plan. Policy will be updated to recognise the role of Guisborough with reference to residential development.
Organisation:	Taylor Wimpey North Yorkshire		
Agent Name:	Mr Ian Lyle		
Agent Organisation:	England & Lyle		
Submission type:	E-Mail		
Agree with section?:	No		
DLP362		Comment summary:	Officer response:
Full Name:	Mrs Geraldine E Nuttall	We do lack a community building at top end of Village and with possible closure of Church Centre there is a requirement for a Community Hall that could be used by Scouts, Guides, Luncheon Club and other groups that will be displaced. So with Housing Gain money or S106 agreement either the Council or developer could build a Community Building on site of Kiltondale Home Site which would provide much needed leisure facility to link in with adjacent playing field. There is also enough land on this site to provide a MUGA for all weather activities to improve health of community.	The need for additional community and leisure facilities will be assessed when considering planning applications and where appropriate may be funded by developer contributions.
Organisation:	Skelton & Brotton Labour Party		
Agent Name:			
Agent Organisation:			
Submission type:	Letter		
Agree with section?:	No		

Section/Policy**Policy LS 3****Rural Communities Spatial Strategy****DLP741**

Full Name: Valerie Halton
Organisation: Conservative Group
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

The distinctive heritage and culture and special qualities and character of Guisborough, and the fact that it is an historic market town, are acknowledged on page 16, as are the unique qualities of all of East Cleveland. However, much of the following proposals seems to be a plan to urbanise East Cleveland, without the consent of the residents; no consultation has taken place. If this Draft Development Plan is a truly sincere consultation, then heed must be taken of the concerns of the people who live here.

Officer response:

To meet the identified housing need and provide sufficient deliverable sites, sites have been allocated across the Borough, including in Guisborough which acts as the principal rural service centre. The priority has been to accommodate new development on previously developed land and within existing settlements, however it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Guisborough, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

DLP824

Full Name: Ms Barbara Hooper
Organisation: National Trust
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

While we support this section, we would wish to see the intention to safeguard settings (as in part (u) of the policy) extended to part (p) of the policy, ie: so that the setting of buildings, sites and areas of historic and cultural importance was safeguarded and enhanced as well. This would ensure that the plan is in accordance with the NPPF, in particular paragraphs 128 and 129, which refer to the potential contribution made to the significance of heritage assets by their setting. The National Trust owns a number of sections of the coast around Saltburn, Brotton and Loftus, and would be pleased to provide further information on the significance of these assets should they be required.

Officer response:

Comment noted. Part (p) of the policy will be updated to also protect their setting.

DLP883

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Confirmation is required that the level of proposed housing and employment growth can be delivered without detrimentally impacting on the network or can be satisfactorily mitigated, and that the infrastructure improvements proposed are capable of providing the required level of mitigation and are viable solutions that can be funded and delivered. The Agency will therefore continue to liaise with the Council during the development of the study to ensure that appropriate provisions are contained within the Plan to support the growth aspirations for the area.

Officer response:

Comment noted

Section/Policy**Policy LS 3****Rural Communities Spatial Strategy****DLP311****Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

This policy states that the Council and its partners will aim to promote and enhance local nature reserves, but it should be amended to include the wider aspirations stated elsewhere in the plan to improve biodiversity and geodiversity in the East Cleveland landscape opportunity area (paragraph 7.34) and to encourage and support opportunities to enhance Local Sites (paragraph 7.42) The policy also states that the Council and its partners will aim to provide a network of green infrastructure routes into and between the North York Moors National Park and North Yorkshire and Cleveland Heritage Coast, but neglects the green infrastructure links between East Cleveland / Guisborough and Nunthorpe. This need is identified in the Tees Valley Green Infrastructure Strategy in Network 14 - "improve connectivity between the conurbation and the woodland around Guisborough".

Officer response:

Policy will be updated to include wider aspirations to improve biodiversity and geodiversity in the East Cleveland landscape opportunity area and supporting opportunities to enhance Local Sites. The policy will be updated to recognise the wider green infrastructure links between East Cleveland/Guisborough and Nunthorpe.

DLP343**Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

page 62 Connectivity o.The feasibility study must have been being undertaken for some years now. Can a date for completion of the feasibility study be specified, e.g. 2015?

Officer response:

No date for the completion of a feasibility study for reintroducing rail passenger services to East Cleveland can currently be set, however this does remain an aspiration for the future.

DLP176**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

This policy states that the Council and its partners will aim to promote and enhance local nature reserves, but makes no mention of the wider aspirations stated elsewhere in the plan to improve biodiversity and geodiversity in the East Cleveland landscape opportunity area (paragraph 7.34) and to encourage and support opportunities to enhance Local Sites (paragraph 7.42) The policy also states that the Council and its partners will aim to provide a network of green infrastructure routes into and between the North York Moors National Park and North Yorkshire and Cleveland Heritage Coast, but neglects the green infrastructure links between East Cleveland / Guisborough and Nunthorpe. This need is identified in the Tees Valley Green Infrastructure Strategy in Network 14 - "improve connectivity between the conurbation and the woodland around Guisborough".

Officer response:

Policy will be updated to include wider aspirations to improve biodiversity and geodiversity in the East Cleveland landscape opportunity area and supporting opportunities to enhance Local Sites. The policy will be updated to recognise the wider green infrastructure links between East Cleveland/Guisborough and Nunthorpe.

Section/Policy**Policy LS 3****Rural Communities Spatial Strategy**

DLP399**Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

'Policy LS3' states to 'recognise the special character of the landscape in the rural area, in particular the periphery of the North York Moors National Park;' The developments currently ongoing and planned around Guisborough threaten local wildlife, agricultural land and the character of the town and nearby parkland / woodland centre sites. Deeply concerning for the future of Guisborough and it's residents.

Officer response:

Plan policies require developments to be well designed and integrated with the landscape and character of areas. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Where proposed housing sites are classified as being on agricultural land, the majority comprise of Grade 3b land or less, within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land.

DLP457**Full Name:** Ms Sarah Housden**Organisation:** North York Moors National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy LS3 'Rural Communities Spatial Strategy' refers to providing a network of green infrastructure routes 'into and between the North York Moors National Park and North Yorkshire and Cleveland Heritage Coast'. It is assumed that this reference is to links between the urban areas of the Borough and the National Park and coast and it would be helpful if this could be clarified. This will be important to help deliver the aspirations of the National Park Management Plan to attract more visitors and access the Park more sustainably by a wider audience, and further discussion on how this will be delivered would be welcomed.

Officer response:

Comments noted. The Tees Valley Green Infrastructure Strategy identifies a number of strategic routes through Redcar & Cleveland and linking with the wider Tees Valley. These include links between the urban areas of the borough and the National Park.

Section/Policy**Policy LS 4****South Tees Spatial Strategy****DLP1141**

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Policy LS4: South Tees Spatial Strategy includes the River Tees and estuary which retain important wildlife sites in particular the Teesmouth and Cleveland Coast SPA/Ramsar site. Natural England welcomes proposed environmental criteria which set out the environmental commitments within the South Tees area.

Officer response:

Support noted.

DLP312

Full Name:
Organisation: Tees Valley Nature Partnership
Agent Name: Mr Jeremy Garside
Agent Organisation: Tees Valley Nature Partnership

Submission type: Web

Agree with section?: Yes

Comment summary:

Agree with this section/

Officer response:

Support noted.

DLP764

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:
Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Policy LS4 also remains silent with regard to the conservation of those heritage assets in the South Tees area generally.

Officer response:

Policy LS4 relates to the industrial areas at South Tees and aims to preserve the 'Dorman Long' tower at South Bank and support alternative uses. However, the policy will be updated to include reference to the protection of heritage assets.

Section/Policy**Policy LS 4****South Tees Spatial Strategy****DLP1231****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Protection, safeguarding and improving sites with biodiversity interest along the River Tees and the estuary and encouragement of integrated habitat creation and management is supported. This could be achieved through the preparation of a strategic masterplan for the conservation and enhancement of biodiversity. Support 3.27 Considerable investment and effort has been made on the part of the RSPB and other charitable organisations to ensure the protection and enhancement of habitats and communities of wildlife in the River Tees and estuary.

Officer response:

Comments and support noted.

DLP1187**Full Name:** Malcolm Steele**Organisation:** Tees Valley
Unlimited/Local
Enterprise Partnership**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Supports recognition of importance of chemical/processing and steel industries, but South Tees can also play a part in the shift in focus towards advanced manufacturing renewable energy and digital industries. Policy should make reference to the area being part of an integrated complex with North Tees area, with further potential to contribute to national economy, particularly as a focus for process industry innovation and growth and the creation of a 'new energy' hub. Area is well placed for wind turbine and offshore/sub-sea engineering sectors. LEP is supporting the development of Carbon Capture and Storage (CCS) to decarbonise the local economy. Much of this infrastructure would be in the South Tees area, so reference could be included in the policy. Proposals for District Heating Scheme using waste heat sources from Wilton to supply homes and other buildings in Eston is completing its feasibility stage. Reference to the South Tees District Heating scheme would be useful.

Officer response:

Support noted. The policy will be updated to make reference to the potential of the area for advanced manufacturing, renewable energy and digital industries. Support to be included for the development of a new energy hub, Carbon Capture and Storage and District Heating.

DLP884**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The principle of encouraging economic growth and job opportunities at the existing locations identified can be generally be supported. Confirmation is required that the level of employment growth can be delivered without detrimentally impacting on the network or can be satisfactorily mitigated, and that the infrastructure improvements proposed are capable of providing the required level of mitigation and are viable solutions that can be funded and delivered. The Agency will therefore continue to liaise with the Council during the development of the study to ensure that appropriate provisions are contained within the Plan to support the growth aspirations for the South Tees area.

Officer response:

Comments noted.

Section/Policy**Policy LS 4****South Tees Spatial Strategy**

DLP725

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Although the Eco Park is located away from residential areas, the council should aspire to attract recyclers and similar 'green' technologies with high environmental standards and low potential nuisance impacts in order to promote and encourage the development of a 'top quality' Eco Park rather than the concentration of waste/recycling facilities which are considered to be 'bad neighbour sites'. Furthermore, it is recommended that developers proposing new industrial plants are encouraged to use Best Available Techniques (BAT) to design waste out of their processes as far as possible and to minimise waste. The use of derelict land and vacant industrial land for biofuel cultivation is innovative and imaginative. However, the council should make it clear in the Local Plan that any growing media applied to bring such land up to the standard suitable for coppicing or horticulture is of sufficiently high quality. It should not add to the levels of contamination already present within a site or require subsequent removal.

Officer response:

The policies for minerals and waste are contained within the Tees Valley Joint Minerals and Waste DPDs, which were adopted in September 2011. It is not intended to replace these policies through the Local Plan.

Section/Policy**Policy REG 1****Coatham****DLP1191**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Redcar town centre: all town centres in the Tees Valley are seen as part of the economic 'pull' of a more diversified and inclusive economy. Redcar town centre, along with its seafront, will play a major role in improving the visitor economy and providing a strong retail, entertainment and leisure offer. Policies LS2 and REG1 are therefore welcome as helping to build up a picture and vision of Redcar's contribution to growth in the Tees Valley over the next 10 to 15 years.

Officer response:

Support noted

DLP1232

Full Name: Neil Douglas
Organisation: RSPB

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Unmitigated or inappropriate development at Coatham is likely to have an adverse effect on this SPA, because of its proximity and existing combined pressures on its notified bird populations. It is recommended that this policy explicitly includes mitigation, as recommended for Policy SD 2. In an effort to address the effects of coastal change, the second edition of the Environment Agency's Shoreline Management Plan for the River Tyne to Flamborough Head recommended consideration of a transition between the development area and Coatham Sands. This recommendation has not been included in the HRA assessment; please see comment on paragraph 7.3 of the HRA.

Officer response:

Paragraph 4.7 indicates that, as part of any development, a Habitats Regulations Assessment should be undertaken to ensure that there will be no adverse impacts on the Teesmouth and Cleveland Coast Special Protection Area. However the policy will also be updated to reinforce the requirement for an Appropriate Assessment under the Habitats Regulations as part of any planning application.

DLP626

Full Name: Ian Levett
Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Coatham Masterplan has been in preparation since 2011. The masterplan should form part of the draft Local Plan. The policy indicates the number of businesses and jobs to be created and the increase in visitor numbers expected, this must be taken from the masterplan, so therefore it must be ready. It is very disappointing that the masterplan has not yet been completed.

Officer response:

A masterplan is no longer being prepared for the Coatham area, although the council remain committed to securing appropriate development on the site. The policy will be updated to reflect this.

Section/Policy**Policy REG 1****Coatham****DLP1142**

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Natural England has concern in relation to Policy REG1 as Coatham lies close to Teesmouth and Cleveland SPA and the policy promotes leisure and tourism. This could lead to increased visitor pressure on the designated site. The requirement for a HRA to be undertaken with any development to ensure no negative impacts on the SPA is noted.

Officer response:

Paragraph 4.7 indicates that, as part of any development, a Habitats Regulations Assessment should be undertaken to ensure that there will be no adverse impacts on the Teesmouth and Cleveland Coast Special Protection Area. However the policy will also be updated to reinforce the requirement for an Appropriate Assessment under the Habitats Regulations as part of any planning application.

DLP721

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Proposed housing allocation H3.25 and site REG 1 are partly located within flood zones 3 and are therefore at risk from flooding. The Local Plan should seek to steer development away from areas at risk from flooding and provide evidence that a sequential approach to growth has been undertaken. Development located within these areas will need to be accompanied by a Flood Risk Assessment (FRA). The FRA will need to discuss all relevant factors of flood risk such as risk to the development, risk to the areas, flow routes, depths, finished floor levels etc. Any development on sites at risk from flooding will need to achieve the 100 year level plus climate change allowance for the lifetime of the development.

Officer response:

Policy SD4 and the supporting text directs development away from areas most vulnerable to flooding. Development will not be allowed in higher risk flood zones unless the social/economic/regeneration benefits outweigh the flood risk and design solutions can minimise the impact of flood risk. The policy and supporting text will be updated to indicate that where development is proposed in flood zones 2 and 3, proposals should meet the sequential and exceptions tests and be supported by a Flood Risk Assessment.

DLP885

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The Agency notes that it has been a long term aspiration to deliver a mixed use development focusing on leisure and tourism at the site. Paragraph 4.5 of the supporting text states that it is expected that the delivery of the Coatham Masterplan will deliver 20 new businesses, 200 new jobs and help attract over 100,000 additional visitors per year. Given the scale and nature of development proposed, it is considered that the impact of such development should not have any particular implications for the SRN. However, further consideration of the proposals alongside the Plan's other development aspirations through the Agency's study should confirm this position.

Officer response:

Comment noted

Section/Policy**Policy REG 1****Coatham**

DLP701

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Part of the site is located within flood zone 3 and is therefore at high risk from flooding. This policy should seek to locate development outside areas at risk from flooding. Developments within areas of flood risk should only be considered appropriate if the Sequential and Exception Tests have been passed. Further information is available in the Technical Guidance to the NPPF. Development located within flood zones will also need to be accompanied by a Flood Risk Assessment (FRA).

Officer response:

Policy SD4 and the supporting text directs development away from areas most vulnerable to flooding. Development will not be allowed in higher risk flood zones unless the social/economic/regeneration benefits outweigh the flood risk and design solutions can minimise the impact of flood risk. The policy and supporting text will be updated to indicate that where development is proposed in flood zones 2 and 3, proposals should meet the sequential and exceptions tests and be supported by a Flood Risk Assessment.

DLP685

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Further clarification is needed on potential conflict between the benefits of economic development and the impact on the SPA. Otherwise the masterplan could be jeopardised by a minor adverse impact that could be accommodated by compensation, offsetting, or planning conditions.

Officer response:

Consideration has been given to the potential impacts of the plan upon the SPA as part of the HRA process. Consideration will be given to the potential impacts of any individual development proposals upon the SPA as part of the planning application process.

Section/Policy**Policy REG 2****Kirkleatham****DLP886****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP653**Full Name:** Mr Neil Cookson**Organisation:** North East
Archaeological
Research Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

REG 2 could usefully refer to the fact that Kirkleatham is a conservation area of outstanding significance. Several interventions in recent years have also demonstrated that Kirkleatham is an area of high archaeological potential, with areas of potential national significance, where policies HE2 and HE3 are especially relevant.

Officer response:

Policy will be updated in accordance with recommendation.

DLP763**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy REG2 - paragraph 4.7 calls for HRA to ensure no adverse impacts on SPA. There should be a corresponding assessment to gauge possible adverse impacts on the nearby Coatham Conservation Area. Policy REG2 is a very detailed and positive commitment to the conservation of Kirkleatham and is welcomed. I would suggest the following wording improvements - "Kirkleatham Hall Stables and Garden will realise their potential as cherished, cared-for historic assets in a wider cultural landscape, whilst ensuring the sustainable integration of heritage protection and economic activity [in line with paragraphs 8 and 9 of the NPPF]. Access and interpretation will form part of their future. The Kirkleatham Conservation Plan (and its two addendums) should be actively used to inform the preparation of any development proposal that is brought forward to help guide the future of the estate and ensure its historical significance is maintained, and where appropriate, enhanced or better revealed. The following conservation philosophies should be adhered to when considering any change to original fabric, spaces or layout at Kirkleatham Hall Stables and Garden: a. minimum intervention - remove or change as little as possible of what is significant there, introduce only those new things which are necessary and do not result in harm to, or loss of, significance; b. reversible change - anything done should be capable of subsequently being undone without lasting damage;....."

Officer response:

Policy will be updated to reflect comments. Criterion b - policy will be amended to state where appropriate.

Section/Policy**Policy REG 2****Kirkleatham****DLP677****Full Name:** Mrs G Christie**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Concerned about Kirkleatham Old Hall Museum being sold to the private sector as a hotel. The museum is freely accessible and is well used all year round. There is already a museum in the town centre (Zetland Lifeboat Museum) and therefore no need for another one.

Officer response:

Comment noted. The aim of the policy is to protect this important heritage asset and ensure its sustainable future. The policy explains that access and interpretation will form part of its future.

DLP177**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

This policy needs to include reference to the requirements of protected species as some of the properties described are known to be used by barn owl and bats.

Officer response:

Policy and supporting will be updated to include protection of the natural environment, including protected species.

DLP667**Full Name:** John Moran**Organisation:** Health and Safety Executive**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We have concluded that there is the potential for land allocated in your plan to encroach on consultations zones. The land allocations that could be effected are: ii) Allocation REG 2 (Kirkleatham) could encroach upon the inner, middle and outer consultation zones of multiple establishments. [see attached letter for compatibility of developments within consultation zones]. The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual extent of any incompatibility on future developments. Information on the location and extent of the consultation zones associated with major hazard installations and MAHPs can be found on the HSE extranet system along with advice on HSE's land-use planning policy. Lists of all major hazard installations and MAHPs, consultation zone maps for installations, and consultation distances for MAHPs are included to aid planners. All planning authorities should have an authorised administrator who can access the HSE's Planning Advice for Developments near Hazardous Installations Information Package (PADHI+) on the extranet; further information is available on the HSE website: <http://www.hse.gov.uk/landuseplanning/padhi.htm>. When sufficient information on the location and use class of sites becomes available at the pre-planning stages of your local plan, the use of PADHI+ could assist you in making informed planning decisions about development compatibility. We recommend that for speculative testing of advice that the PADHI+ training database is used. This is accessed on the land-use planning extranet services screen.

Officer response:

Comment noted. Policy SD4 indicates that development will be permitted where it avoids locations that would put the environment, or human health or safety, at unacceptable risk. This includes inappropriate development within HSE consultation zones. Paragraph 2.23 also indicates that, where necessary, the Council will consult the HSE on proposals which fall within the HSE consultation zone and advises that applicants should contact the relevant authority for information on consultation zones.

Section/Policy**Policy REG 2****Kirkleatham**

DLP702

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This site drains to a watercourse which is culverted through Redcar to Coatham Marsh. It is therefore recommended that this policy includes the requirement to protect and restore the natural environment such as restoring local watercourses and de-culverting. Part of the site is located within a historic landfill site. The landfill which intersects this site was known as Kirkleatham Landscaping Mounds (Waste Disposal Licence CLE401) and was operated by Ballast Wiltshire Plc between 1994 and 1997. The surrender of the site was accepted following a comprehensive assessment of the environmental risk, including landfill gas.

Officer response:

Comments noted. The policy will be updated to cover protection and restoration of the natural environment.

DLP687

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

The York Potash proposals are affected spatially by Policy REG2 where an underground pipeline is being considered but the company is confident that we will be able to work with the various interested parties in the vicinity of the temporary disturbance such that the value of the Kirkleatham conservation area and the Regeneration area are not harmed.

Officer response:

Comment noted.

Section/Policy**Policy REG 3****Skelton****DLP128**

Full Name: Mrs Eileen Goodenough

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: In Part

Comment summary:

There is no mention of Skelton Green. Over the years we have lost local business and Post Office. We now have the potential for new businesses. We still have the very old wooden lamp columns on the main street in Skelton Green and these are around the existing local pubs and the new businesses. They do not give us a proper quality standard of lighting, their location is close to the road, and they are detrimental to the image of the village. When there are efforts locally to improve the area could the council consider including regeneration in Skelton Green i.e. a standard of lighting which has been a common feature throughout other villages and town in the Borough for many years now.

Officer response:

The policy deals specifically with the regeneration opportunities at Skelton Industrial Estate Extension, other policies within the plan are relevant for Skelton Green. Comments regarding street lighting have been passed on to Council's Area Management Section.

DLP709

Full Name: Lucy Mo

Organisation: Environment Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

We support references requiring the incorporation of SuDS schemes for new development in policy REG 3, paragraph 4.32. We believe that the reference in paragraph 4.32 to a culvert leading to a water treatment works may be incorrect. It is our understanding that the culvert is not connected to the water treatment works which is treating pumped minewaters.

Officer response:

Acknowledge support for policy. Supporting text will be amended regarding the culvert.

DLP887

Full Name: Michael Hoult

Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The Agency is supportive of mixed use development, as through locating jobs in close proximity to houses it can help to reduce the need to travel, and thereby contributes towards a reduction in trips on the SRN. The Agency is supportive of utilising the sequential assessment approach included within the policy that should ensure that future developments within the policy do not undermine the existing local centre viability and ensure that development generally takes place in sustainable locations that are accessible by a variety of sustainable modes of transport. This also supports the intention to create a mixed used community, helping to reduce the need to travel, particularly by private car. Overall the policy states that a total 52ha of land are to be allocated for development with up to 400 dwellings to be delivered on the western part of the site, whilst an unstipulated quantum of employment development will be allocated on an extension of the eastern part of the site adjacent to the A174 Skelton and Brotton Bypass. Given the location of this development, it is unlikely that development will have any significant impact on the operation of the SRN, however this will need confirming through a review of the Model Assessment Report and the Agency's strategic road infrastructure study.

Officer response:

Support noted. The scale of development will be determined through planning application(s) and/or masterplan. Highways Agency will be consulted on proposals to ensure acceptable impact on strategic road network.

Section/Policy**Policy REG 3****Skelton****DLP439****Full Name:** Tom Blenkinsop MP**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Skelton Industrial Estate should not have its use class expanded to include bulky retailing. This would (a) conflict with policy to protect the existing Teesside Park site and (b) similar allocations on Rectory Lane in Guisborough. The car movement parking requirements would also hinder development of the rest of the estate for business or industrial use where unimpeded access is important.

Officer response:

Policy requires proposals for bulky goods retail to follow the sequential assessment approach and impact assessment if above the locally set threshold. Proposals will not be acceptable where they would result in significant adverse impacts on designated centres within and beyond the borough boundaries. Development will be guided by a masterplan for the whole site.

DLP209**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

If Skelton's vitality and viability is to be maintained then there has to be serious thought given as to which businesses are developed in this area. Already Skelton's shops are suffering a loss of trade due to the opening of Asda, some by 33%. Some shopkeepers feel quite pessimistic about their future. Also, more houses mean more travel therefore more pollution.

Officer response:

Policy already requires proposals for town centre uses to undertake sequential assessment approach and impact assessment, where above locally set threshold in order to protect the vitality and viability of Skelton Local Centre. Housing is proposed as part of mixed use development which will create jobs and improve sustainability.

DLP548**Full Name:****Organisation:** Asda Stores**Agent Name:** Michele Steel**Agent Organisation:** Deloitte LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy REG 3 in the Draft Plan designates a 52 hectare site at Skelton Industrial Estate as a mixed-use regeneration area. The policy states that commercial uses will be supported alongside the existing ASDA superstore, 'where they are compatible with the adjacent uses and would not significantly harm the vitality and viability of Skelton Local Centre.' Long-term residential development is also proposed, including up to 400 dwellings to be delivered from 2024 onwards. ASDA fully supports the proposed designation of Skelton Industrial Estate as a mixed-use development opportunity that will drive significant and important regeneration of the Skelton settlement. ASDA would further request that the ASDA store and adjacent land identified for commercial use be designated in the plan as a new District Centre to serve as a catalyst for this regeneration project. Retail development is widely acknowledged to be highly effective in facilitating development and regeneration; in approving the planning application for ASDA's Skelton store, the Committee Report acknowledges the 'several regeneration and economic benefits' of development and states that the development will help unlock land to the west of the store which could help support additional development. A new District Centre at this location would facilitate further commercial development at this location, as envisaged under Policy REG 3. The designation will also reflect the role that ASDA plays in fulfilling the shopping needs of the local community (existing and proposed) and attracting linked shopping trips to the area. Policy ED 1 includes provision for requiring a Retail Impact Assessment be undertaken to support any development that would increase the floorspace of a centre by 10% or more. This provision affords the Council control over any commercial proposals within the regeneration area to ensure they complement rather than compete with the Skelton High Street Local Centre.

Officer response:

Support noted. Skelton does not have the population to support an additional centre. Skelton Local Centre shall remain the focus for town centre uses within Skelton.

Section/Policy**Policy ED 1****Protecting and Enhancing the Borough's Centres****DLP1192**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

All town centres in the Tees Valley are seen as part of the economic pull of a more diversified and inclusive economy. Redcar town centre, along with its seafront, will play a major role in improving the visitor economy and providing a strong retail, entertainment and leisure offer. Policies LS2 and REG1 are therefore welcome as helping to build up a picture and vision of Redcar's contribution to growth in the Tees Valley over the next 10 to 15 years.

Officer response:

Support noted.

DLP1143

Full Name: Kate Wheeler
Organisation: Natural England

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Natural England welcome Policy ED1: Protecting and Enhancing the Borough's Centres to enhance the town centres, as this may relieve some of the pressure from visitor numbers on the designated sites which lie outside of the central areas.

Officer response:

Support noted.

DLP888

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

Supportive of the approach set out in the policy. With regard to consolidation options for Loftus District Centre, the Agency has no particular preference. Should a low threshold be introduced which would allow for out-of-centre proposals for town centre uses then the Agency would still expect proposals to be sustainably accessible or to be capable of being made to be sustainably accessible and should not have a detrimental impact on the operation of the strategic road network as a consequence of the development, either from an individual or cumulative

Officer response:

Support noted. The Council has decided to introduce a threshold of 200sqm for sequential assessments, for consistency with proposals outside of development limits. It is considered that any development below this threshold would not have an impact upon the strategic road network.

Section/Policy**Policy ED 1****Protecting and Enhancing the Boroughs' Centres****DLP538****Full Name:** Miss Rachael Bartlett**Organisation:** Lady Hewley Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The proposed district centre boundary should be extended to take in the area covered by planning application ref. R/2013/0498/FFM.

Officer response:

The district boundary will be amended to take account of the recent planning permission.

DLP766**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The policy should promote the reuse of vacant buildings, especially those of heritage value and at risk.

Officer response:

The policy will be amended to promote the reuse of vacant buildings, especially those of heritage value and at risk.

DLP574**Full Name:** Ann Higgins**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Concerns over the impact of Low Grange District Centre on Eston District Centre. Feel that all of the investment has been taking place at Low Grange District Centre at the expense of Eston District Centre.

Officer response:

The retail hierarchy continues to protect both Low Grange and Eston District Centres in their current role and function as district centres. Proposals for new town centre uses will continue to be focussed within existing centres, including Eston District Centre.

Section/Policy**Policy ED 1****Protecting and Enhancing the Borough's Centres**

DLP514**Full Name:** B Sampson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Concerned that the eastern end of Redcar High Street has been included within the town centre boundary. Feel that the area is predominantly residential and therefore should be taken outside of the town centre boundary. The area has numerous empty commercial properties and problems associated with smells and litter from hot food takeaways and noise and disturbance from pubs/clubs.

Officer response:

The policy seeks to enhance the appearance, safety and environmental quality of the centre. Policy SD4 seeks to protect the residential amenity of existing residents from the impact of new development. The Council has removed its late opening zone policy, which sought to concentrate late night uses in particular parts of the town centre. Policy ED3 seeks to prevent an over-proliferation of hot food takeaways.

DLP325**Full Name:** Sharon Owens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Although you refer to the eastern High Street (Redcar) as Redcar's Primary Shopping Area, this is actually a mixed area with up to 50 residential households. It is not clear how the Council intends to achieve Purple Flag status. Regularly disturbed by noise, anti-social behaviour etc. Will there be more police and adherence to hygiene guidelines, prompt clean-up, enforcement of parking fines as a deterrent and will there be regular monitoring of noise levels? Our monitoring of life is severely diminished by the lack of monitoring of night-time activities.

Officer response:

The eastern part of the High Street is not included in the primary shopping area. The policy seeks to enhance the appearance, safety and environmental quality of the centre. The Council has removed its late opening zone policy, which sought to concentrate late night uses in particular parts of the town centre. Policy SD4 seeks to protect the residential amenity of existing residents from the impact of new development.

DLP143**Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

For the Marske area, the plan seems to rely on 'the development of the tourism, leisure and recreational qualities of the area such as the attractive coastline. This will involve improving tourist accommodation and visitor attractions at a scale suitable to the location whilst continuing to protect the special qualities of the area.' Clearly this (plus the Longbeck Estate) cannot substantiate the housing planned. Marske is classified as a 'district centre'

Officer response:

The plan promotes the area for a wide range of employment opportunities, including Marske District Centre, Longbeck Industrial Estate, and leisure and tourism development which is promoted throughout the borough.

Section/Policy**Policy ED 1****Protecting and Enhancing the Borough's Centres****DLP29****Full Name:** Mrs M Bielby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The Loftus District Centre should not be reduced.

Officer response:

Loftus District Centre has been in decline over recent years, partly due to the increased mobility of consumers and the draw of competing larger centres. The centre has a high vacancy rate and there is little demand from prospective businesses. Therefore, in order to positively manage the decline of the centre in accordance with the NPPF, and protect its future vitality and viability, it has been considered necessary to reduce the size of the centre, so that it more accurately reflects the role and function of the district centre now. Whilst the changes would result in the boundaries of the centre becoming smaller, existing units outside of the new district centre boundary could continue to operate as normal.

DLP337**Full Name:** Denise Waring**Organisation:** Redcar Angling**Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I live at the eastern end of High Street within the Redcar Town 'Primary Shopping Area'. This retail/residential area, at this end of High Street also contains many pubs, Clubs and takeaways, and if 'Purple Flag' status for excellent management of town centres at night is to be achieved by RCBC, the further and more effective measures need to be put in place to deal with the problems faced by residents from this late night economy. This entails noise, fighting, anti social behaviour, mess etc. All of the many issues need to be addressed not only to improve the situation for residents but to also fulfil the requirement laid out in the Plan. I would ask you to fully include and consider residents in Town Centre planning matters as the local people are the ones who live with the consequences of the decisions made, whether it is to allow another pub or an extension of opening hours to a takeaway.

Officer response:

The eastern part of the High Street is not included in the primary shopping area. The policy seeks to enhance the appearance, safety and environmental quality of the centre. The Council has removed its late opening zone policy, which sought to concentrate late night uses in particular parts of the town centre. Policy SD4 seeks to protect the residential amenity of existing residents from the impact of new development.

DLP383**Full Name:****Organisation:** West Midlands Metropolitan Authority Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Our client's planning application for Marske Inn Farm includes associated ancillary uses, which could comprise of neighbourhood shops, services and community facilities. The development will be well connected to Marske District Centre to help improve its vitality and viability. Our client considers that, although the NPPF allows for local planning authorities to set local thresholds, there should not be blanket thresholds applied to the entire borough, particularly when the proposed thresholds are significantly lower than those suggested in the NPPF. It is acknowledged that the Redcar and Cleveland Strategic Retail, Leisure and Office Study (2011) indicates that the borough's centres are currently trading below capacity, but this statement is a generalisation. Marske is well served by existing local services and shops in the District Centre and it is considered that the thresholds here should follow those set out within the NPPF.

Officer response:

Policy H3.1 includes the site at Marske Inn Farm as a proposed housing allocation and recognises the requirement for community facilities to be provided as part of the scheme. The locally set thresholds are based on a robust evidence base provided by the Strategic Retail, Leisure and Office Study Update (2011).

Section/Policy**Policy ED 1****Protecting and Enhancing the Borough's Centres****DLP328****Full Name:** Francis Owens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Although you refer to the eastern High Street (Redcar) as Redcar's Primary Shopping Area, this is actually a mixed area with up to 50 residential households. It is not clear how the Council intends to achieve Purple Flag status. Regularly disturbed by noise, anti-social behaviour etc. Will there be more police and adherence to hygiene guidelines, prompt clean-up, enforcement of parking fines as a deterrent and will there be regular monitoring of noise levels? Our monitoring of life is severely diminished by the lack of monitoring of night-time activities.

Officer response:

The eastern part of the High Street is not included in the primary shopping area. The policy seeks to enhance the appearance, safety and environmental quality of the centre. The Council has removed its late opening zone policy, which sought to concentrate late night uses in particular parts of the town centre. Policy SD4 seeks to protect the residential amenity of existing residents from the impact of new development.

DLP330**Full Name:** Mrs J Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There are a mix of uses at the eastern end of Redcar High Street and the plan should have policies in place to protect the residents who live here. There is a proliferation of hot food takeaways and pubs in the area which adversely impact upon residential amenity. The policy should include better management of the town centre night time economy.

Officer response:

The policy seeks to enhance the appearance, safety and environmental quality of the centre. The Council has removed its late opening zone policy, which sought to concentrate late night uses in particular parts of the town centre. Policy SD4 seeks to protect the residential amenity of existing residents from the impact of new development. Policy ED3 seeks to prevent an over-proliferation of hot food takeaways.

DLP1844**Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

In respect of District Centres, every effort should be considered to consolidate town centres. Where opportunity arises for return to private dwellings, this should be encouraged.

Officer response:

Policy ED1 proposes options for the consolidation of Loftus Town Centre as it is considered that the number of units within the centre is significantly higher than demand, as evidenced by the high vacancy rates. This approach is not considered appropriate in the other centres in accordance with the recommendations of the Strategic Retail, Leisure and Office Study Update (2011). However, Policy ED1 encourages a diversity of uses within the centres, including residential uses.

Section/Policy**Policy ED 1****Protecting and Enhancing the Borough's Centres****DLP206**

Full Name: Mr S M White
Organisation: Campaign for the Protection of Rural England (CPRE)

Agent Name:
Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

In Redcar there is a need to improve the High Street shopping experience. There are too many empty shops and not enough variety of shops compared with other town centres around the country. The town needs more input than the improvements to the promenade. R&C should be encouraging the small businesses in all the Local Centres as opposed to threatening their future through out of centre supermarkets.

Officer response:

The policy seeks to improve the vitality and viability of existing centres, which includes enhancing their appearance, safety and environmental quality. Proposals for town centre uses will be directed towards existing centres. The sequential assessment approach must be applied to proposals for out-of-centre development and an impact assessment will be required when above the locally set threshold.

DLP526

Full Name:
Organisation: Royal Mail Property Holdings

Agent Name: Janet Entwistle

Agent Organisation: DTZ

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Royal Mail Group is supportive of the Council's aims to maintain the vitality and viability of the borough's town and district centres. Royal Mail Group wish to ensure that any proposals adjacent to the South Bank delivery office would not be affected by the operations of the delivery office, which includes working outside normal hours. Would like to see this reflected in criterion f) by indicating that 'new development should, however, be compatible with existing uses.'

Officer response:

Support noted. The plan already includes policies which require development proposals to be compatible with neighbouring uses. It is therefore not deemed necessary to amend this policy.

DLP1212

Full Name:
Organisation: The Gisborough Estate

Agent Name: Mr Rob Close

Agent Organisation: Strutt & Parker

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

It is considered that to ensure that Policy ED1 is in accordance with the NPPF it should be made clear that a sequential assessment will not be required for proposals in accordance with an adopted Local Plan.

Officer response:

The policy has been amended to make it clear that a sequential assessment will not be required for proposals which are in accordance with the Local Plan.

Section/Policy**Policy ED 1****Protecting and Enhancing the Boroughs' Centres****DLP549****Full Name:****Organisation:** Asda Stores**Agent Name:** Michele Steel**Agent Organisation:** Deloitte LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

ASDA proposes that its South Bank and Skelton Stores be designated as part of District Centres within this hierarchy, recognising the important role these retail destinations play in serving local communities, retaining expenditure within Redcar and Cleveland, and stimulating development and regeneration. ASDA also supports the continued Local Centre designation of its Redcar store. ASDA strongly supports the continued designation of Redcar, Roseberry Square as a Local Centre in the new Plan. This designation reflects the important role that the shops and services, including ASDA, play in the local community at this location. ASDA supports Policy ED 1's commitment to maintain and strengthen local centres to better serve the local economy. The Policy also recognises the importance of neighbourhood shops, services and community facilities located outwith the borough's centres, committing to protect these, 'where they are important to the day-to-day needs of local communities.' In this regard, should the Council choose not to re-designate ASDA's stores at South Bank and Skelton to form part of District Centres, then it is requested that they be identified on the proposals map as retail locations to ensure that they are afforded adequate protection as intended in this policy.

Officer response:

It is not proposed to include ASDA's Skelton and South Bank stores as part of district centres within the retail hierarchy. There are already local and district centres established in both settlements which provide a range of shops and services to meet the needs of their respective communities. Whilst the role that these ASDA supermarkets play in meeting the weekly shopping needs of local residents is recognised, it is not proposed to identify these sites on the proposals map as retail locations.

DLP360**Full Name:** Mrs Geraldine E Nuttall**Organisation:** Skelton & Brotton
Labour Party**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Enhancing the Boroughs Centres, Brotton Centre is in need of a major improvement and enhancement the possible use of the Old Station Yard to provide additional shopping retail use should be looked at.

Officer response:

The policy continues to recognise Brotton as a local centre within the retail hierarchy. Proposals for town centre uses will continue to be focussed within existing centres (including Brotton). The Old Station Yard site is located within the boundaries of Brotton local centre and would therefore be appropriate for additional retail shopping use.

DLP225**Full Name:** Mrs Janet Hartas**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Would like to see a Christmas market held in Redcar.

Officer response:

Comments noted and passed to Town Centre Manager.

Section/Policy**Policy ED 2****Cleveland Retail Park****DLP729**

Full Name: Mr P Clarke
Organisation: Middlesbrough Borough Council
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Middlesbrough Council wish to seek an amendment to the Draft Local Plan in relation to the supporting text of Policy ED2, Cleveland Retail Park. The Retail Park is located adjacent to Middlesbrough's eastern boundary. Non-bulky goods retail development in this location could have a detrimental impact upon designated centres in Middlesbrough. Paragraph 5.15 currently advises that: 'In order to protect the designated centres within the borough, further permissions for non bulky goods retail will not be permitted at Cleveland Retail Park, unless it can be clearly justified through a sequential assessment and retail impact assessment'. The Council requests that the above text is expanded to include the designated centres within Middlesbrough. This will ensure that at the planning application stage the impact upon Middlesbrough is included within the necessary assessments.

Officer response:

Comments noted. Paragraph 5.15 will be amended to indicate that the sequential assessment and retail impact assessments should include centres within Middlesbrough.

DLP889

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The Agency is supportive of the sequential assessment approach and its use in guiding development to locations that are more accessible from sustainable methods of transport. Where significant additional development is proposed at the retail park then such proposals should fully consider the consequential impacts on transport and infrastructure and should be discussed with the Agency at the earliest opportunity should there be potential for the SRN to be affected.

Officer response:

Support noted. The impact of significant additional development at Cleveland Retail Park on the strategic road network would be considered as part the planning application process and the Highways Agency would be consulted.

Section/Policy**Policy ED 3****Hot Food Takeaways**

DLP1845**Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** Yes**Comment summary:**

Policy ED3 should be followed.

Officer response:

Support noted.

DLP334**Full Name:** Mrs J Dolan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** Yes**Comment summary:**

Noted that the interim hot food takeaway policy is to be incorporated. Hopes that refusals of planning permission are not overturned on appeal.

Officer response:

Support noted. The policy will form part of the adopted development plan for the borough and would therefore hold significant weight in the decision making process.

DLP890**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

Section/Policy**Policy ED 3****Hot Food Takeaways****DLP326****Full Name:** Sharon Owens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Could you clarify whether or not the restriction of takeaways will be relevant at a government level? i.e. will an application which has been refused by yourselves be backed up by Central Government on appeal to the Secretary of State? As residents of this area of Redcar, we seek assurance that our best interests are taken into account that we can be sure of bringing our children up in a safe and secure environment. Can the issue of parking for Zone H also be addressed, as we are aware that currently visitor parking passes for residential properties are being used by people working in the businesses near to their properties? This is clearly a breach of the policy.

Officer response:

The policy will form part of the adopted development plan for the borough and would therefore hold significant weight in the decision making process. Comments regarding car parking have been passed to the Council's Area Management team.

DLP329**Full Name:** Francis Owens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Could you clarify whether or not the restriction of takeaways will be relevant at a government level? i.e. will an application which has been refused by yourselves be backed up by Central Government on appeal to the Secretary of State? As residents of this area of Redcar, we seek assurance that our best interests are taken into account that we can be sure of bringing our children up in a safe and secure environment. Can the issue of parking for Zone H also be addressed, as we are aware that currently visitor parking passes for residential properties are being used by people working in the businesses near to their properties? This is clearly a breach of the policy.

Officer response:

The policy will form part of the adopted development plan for the borough and would therefore hold significant weight in the decision making process. Comments regarding car parking have been passed to the Council's Area Management team.

DLP1837**Full Name:** Mr Oliver Mitchell**Organisation:** Planware Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to the policy. It is not consistent with the NPPF as it is not positively prepared, justified, effective or consistent with the framework. The 5% threshold is too low and will restrict growth. The policy takes a blanket approach and does not allow for each case to be considered on its own merits. The policy applies to all A5 uses and does not consider the menu on offer or the services provided by the operator. No consideration has been given to the potential negative impact that the policy may have on the local community, employment provision or to sustainability. No consideration has been given to the conflict between this policy and the sequential approach set out in the plan and the NPPF. The policy is therefore not sound.

Officer response:

The policy has been prepared using the recommendations of the Redcar & Cleveland Strategic Retail, Leisure and Office Study Update (2011). The Council recognises the contribution that hot food takeaways can make towards the local economy and that designated centres will generally provide the most suitable locations for such uses. However, the need for additional hot food takeaways has to be carefully balanced against the need to protect centres from an over-proliferation of such uses, which can impact upon their vitality and viability. It is considered that 5% would set a reasonable threshold, above which, any further hot food takeaways would likely cause harm to a centre's vitality and viability. It is considered that the policy fully accords with the NPPF, as it has been positively prepared by trying to balance the need for hot food takeaways as part of an appropriate mix of uses within a centre against the need to protect the vitality and viability of the centre from an over-proliferation of hot food takeaways.

Section/Policy**Policy ED 4****Retail development on Industrial Estates and Business Parks****DLP1144****Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Natural England welcomes Policy ED4: Retail Development on Industrial Estates and Business Parks, which is essentially a change of use policy and will promote redevelopment of brownfield land.

Officer response:

Support noted.

DLP891**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Whilst the Agency understands that sometimes retail development on industrial estates and business parks needs to occur, careful consideration should be made of the trips associated with such proposals and the differing trip patterns that would result as a consequence. Proposals for retail uses on employment sites that could affect the SRN will need to ensure that they are capable of being accommodated on the network or can be mitigated to alleviate their affect. In such instances, consultation with the Agency at the earliest opportunity would be recommended.

Officer response:

Comments noted. The impact of development on the strategic road network will be determined as part of the planning application process and the Highways Agency will be consulted on any significant planning applications.

Section/Policy**Policy ED 5****Advertisements****DLP892**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP1145

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

Light pollution can have a negative impact on nature conservation (especially for bats and invertebrates) therefore in reference to Policy ED5: Advertisements, (and in particular criteria F; 'where illumination is proposed') Natural England would urge the consideration of the effects on protected species.

Officer response:

The NPPF indicates that advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts. It is therefore not possible to make reference to the potential impacts of light pollution of nature conservation within the advertisements policy. However, reference has been included with regard to light pollution and its potential impacts in Policy SD4.

DLP1846

Full Name: mr philip thomson
Organisation:
Agent Name:
Agent Organisation:
Submission type: Web
Agree with section?: In Part

Comment summary:

Policy ED5 is all very well but unless there is an adequate enforcement arrangement in place, this policy has little effect. As with all other policies, the enforcement section should be highlighted within the Local Plan.

Officer response:

Proposals for advertisements which require express consent will be assessed against Policy ED5. Any unauthorised advertisements will be investigated by the Council's Planning Enforcement Team.

Section/Policy**Policy ED 6****Protecting employment areas****DLP1146****Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Natural England welcome the recognition within Policy ED6: Protecting Employment Areas, that some of these areas are adjacent to designated sites and the requirement to ensure that there will be no impact on such sites.

Officer response:

Support noted.

DLP880**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP789**Full Name:** Mr Andrew Guyton**Organisation:** Forewind Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Support the protection of green wedges between Redcar and Marske and the designation as a restoration landscape area to the south of A174, as this facilitates proposed landfall and installation of cables associated with proposed wind farm at Dogger Bank. Support protection of employment areas in and around Wilton International as this facilitates proposed installation of converter stations and export cables. If the Council is minded to modify the land designations within these areas as a result of the consultation, Forewind would request that the Council make provision for the proposed infrastructure cable routes as provided for in the attached plan.

Officer response:

Support noted. Council has not proposed any alterations to land use designations that would affect the proposed infrastructure.

Section/Policy**Policy ED 6****Protecting employment areas****DLP1233****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Development up to the boundary of the Teesmouth and Cleveland Coast SPA and Ramsar site and in sensitive surrounding areas is unlikely to meet the requirements of the HRA, through likely displacement effects on adjacent land, and through loss of functional areas beyond the designated area, which support notified bird populations. It is likely that difficulties would be encountered identifying and securing suitable mitigation for any such adverse effects. There is a need to identify potential adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA, which should include in-combination effects, and other designated sites and secure any necessary mitigation measures in advance of development. This could be better met through a strategic masterplan for the conservation and enhancement of biodiversity assets potentially affected by the local plan, including identification of strategic mitigation for development allocations. Object to paragraph 5.37. Please add 'alone, or in combination with other development, plans or projects.' The wording 'no significant adverse impact' should be replaced with 'no adverse effects'.

Officer response:**DLP195****Full Name:** Mrs E McCabe**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I would like there to be more emphasis on attracting industries to the area, especially East Cleveland, where the quality of life for some people is declining at a rapid rate and the prospects are poor. Too many young people have had to move out of the area to find employment. There should be more small business on former industrial estates such as Hollybush and Liverton and an emphasis on developing practical skills among young people which would be useful to prospective employers. Actions not words!!

Officer response:

The policy safeguards a range of sites throughout the borough for employment use, including sites in East Cleveland at Skelton, Liverton Mines and Lingdale. The Council's Enterprise Team is committed to supporting existing businesses and those who wish to move to the borough.

DLP614**Full Name:** Cllr Tristan Learoyd**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Lack of thinking over job creation The Local Plan and the Economic Masterplan before it don't mention high tech or niche industry. They don't offer any alternative to the large industrial decline. The Plan mentions the ICI site and steel works as major employers. Yet these industries are declining regionally and nationally. Who exactly will fill the houses being built. Furthermore, the largest housing project offers only 20 part time temporary jobs. The notion of creative industries has already failed in Redcar and doesn't offer enough money to purchase the kind of properties mentioned in the draft plan. The plan is so flawed it needs a complete rewrite. It represents an embarrassment to the council and its residents.

Officer response:

The plan supports economic growth within a wide range of business sectors. The plan recognises that whilst it is important to support the traditional industries within the area, it is also important to diversify the local economy in order to make it more resilient to change. High technology and knowledge driven industries are supported by the plan and directed towards suitable locations at Kirkleatham Business Park and Cleveland Gate Business Park.

Section/Policy**Policy ED 6****Protecting employment areas****DLP1213****Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy ED 6 seeks to develop and safeguard a number of sites for general industrial uses. These sites do not appear to be shown on any plan or Proposals Map at present. We assume that this will be clarified in the next draft of the Local Plan and we reserve the right to comment once the boundaries have been defined.

Officer response:

The proposed policies map was consulted on alongside the draft Local Plan and showed the extent of the employment land safeguarded under Policy ED6.

DLP893**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The Agency acknowledges the intentions for further development of the boroughs industrial estates and business parks. The policy identifies 343ha of land to be developed at Wilton International, Tata/SSI steelworks, Teesport and land along the River Tees, and South Tees Eco Park, however the distribution of development across those sites is not identified. In addition the development of 64ha of land for general industrial uses across a number of sites is stated, along with an element of high tech and knowledge driven development at Kirkleatham Business Park and Cleveland Gate Business Park. However, again the detailed distribution of development across all these sites is not stated. The Agency therefore considers that to provide greater clarity regarding the spatial distribution of employment development, that the policy should be amended to detail the quantum of development proposed for each site. Without this information the Agency is unable to clearly ascertain the potential impacts resulting from these proposals and whether such impact would be detrimental to the operation of the SRN and therefore whether mitigation measures would be required. The Agency is keen to ensure that the SRN adequately supports economic growth and such that the impacts of these particular sites are considered appropriately alongside the wider development aspirations of the plan. Again, this should be achievable through a review of the Model Assessment Report and the development of the Agency's Infrastructure Study.

Officer response:

The quantum of development on the safeguarded employment sites over the plan period cannot be predicted with any degree of certainty, as it is heavily reliant on investment decisions by the private sector. However, any impacts of development upon the strategic road network will be carefully considered as part the planning application process and the Highways Agency will be consulted on any significant development which has the potential to impact upon the strategic road network.

DLP724**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The draft Local Plan makes several references to encouraging investment in recycling. It is also noted that South Tees Eco Park development is considered to be a key priority. Although the Eco Park is located away from residential areas, the council should aspire to attract recyclers and similar green technologies with high environmental standards and low potential nuisance impacts in order to promote and encourage the development of a top quality Eco Park rather than the concentration of waste/recycling facilities which are considered to be bad neighbour sites. Furthermore, it is recommended that developers proposing new industrial plants are encouraged to use Best Available Techniques (BAT) to design waste out of their processes as far as possible and to minimise waste.

Officer response:

The policies for minerals and waste are contained within the Tees Valley Joint Minerals and Waste DPDs, which were adopted in September 2011. It is not intended to replace these policies through the Local Plan.

Section/Policy**Policy ED 6****Protecting employment areas****DLP699**

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

We support the overall approach to Enterprise Zones. In particular, we welcome the focus on low carbon sectors such as renewable energy. One area that could be improved is the approach to improving the environment. The draft Local Plan is currently narrowly focused on local and visual impact and should be broadened to include improvements to land, water and habitats. For example, a strategic biodiversity offsetting approach may realise environmental benefits and add certainty to developers, particularly on larger sites where investment may be significant. This would be consistent with the National Planning Policy Framework (NPPF), which states that the planning system should provide 'net gains in biodiversity where possible, contributing to the government's commitment to halt the overall decline in biodiversity'.

Officer response:

Support noted. Policies N2 and N4 of the plan seek to protect and enhance the green infrastructure network and biodiversity and geological resources. These policies will also be updated to take account of additional comments made by the Environment Agency.

DLP525

Full Name:
Organisation: Royal Mail Property Holdings
Agent Name: Janet Entwistle
Agent Organisation: DTZ
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Royal Mail's Skelton, Guisborough and Redcar Delivery Offices are located on safeguarded employment sites. There is no intention to close or relocate any of these offices. Royal Mail would like to see the policy amended to offer additional protection to existing employment uses, particularly where non compatible uses (such as residential) are proposed nearby.

Officer response:

The policy already safeguards the land for employment uses (B1, B2 and B8). Any proposal for an alternative use must be exceptionally justified as a departure from the development plan and would only be considered acceptable if it was compatible with existing uses.

DLP681

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

York Potash supports the Council's stated aim of safeguarding 343ha of employment land but considers that the types of uses set out in the text should be expanded to include logistics infrastructure. Policy LS4 makes reference to logistics uses and it would be helpful if this were correlated to the employment land safeguarding policy so that there is no confusion. Policy ED6, part a, suggests that only chemical and energy related uses will be safeguarded on the Wilton International site. York Potash has negotiated an interest on land within the Wilton International site and is actively promoting its' use for drying and dewatering of its raw mineral product which serves an employment generating function. At present York Potash is not proposing to blend this material and so would fall outside the definition of chemical use. We would like assurances that this type of employment use, which would make use of the power and utilities available on this site, is not precluded or confirmation that, as the final product is likely to be blended prior to final use to create a chemical fertiliser, that this use is considered to be 'chemical related'.

Officer response:

The Policy will be amended to include reference to logistics sector at Teesport, to ensure consistency with Policy LS4. Land at Wilton International will continue to be safeguarded for chemicals and energy related industries, however this does not necessarily preclude other forms of economic development where clearly justified. It is considered that York Potash' proposals could be considered as a chemical related industry, as the processing plant would contribute towards a chemical output.

Section/Policy**Policy ED 6****Protecting employment areas**

DLP438**Full Name:** Tom Blenkinsop MP**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The Local Plan should ensure that future applications for abattoirs are confined to existing industrial estates and not located near to existing or projected housing. The Local Plan should also recognise the existing allocations for industrial use of land at Liverton Mines. The Local Plan should also recognise Saltburn's role as a creative hub in the Borough.

Officer response:

Proposals for abattoirs will be treated on their own merits as they may be appropriate in locations other than existing employment sites, where they would not result in unacceptable impacts. Policy SD4 will ensure that residential amenity is adequately protected when considering any future proposals where planning permission is required. The policy continues to safeguard Liverton Industrial Estate for employment uses. The supporting text will be amended to make reference to creative industries based in Saltburn.

Section/Policy**Policy ED 7****New Employment Allocations****DLP817****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Employment Allocation (ED8 on Appendix Inset Map) ED7 (within the body of the Plan). Land adjacent to Skippers Lane. Sport England refutes the Plan's suggestion that The Redcar & Cleveland Playing Pitch Strategy Strategy (2011) indicates that there is a general over provision of 15 adult football pitches and 2.5 mini pitches within the Greater Eston area. The site currently accommodates 4 adult pitches and 2 mini pitches. There would still therefore be adequate playing pitch provision within the area once the these pitches are lost to development. Sport England acknowledges the surpluses of senior and mini football, but these must be balanced against shortfalls of junior football, cricket, and rugby pitches in the Greater Eston area. The overall effect is that there is not a surplus of pitches that warrants disposal. Indeed, the PPS does not therefore recommend the disposal of this site, instead its specific recommendation is 'To address the shortfall of junior pitches RCBC should work with clubs in the area to establish the need for junior pitches and consider the conversion of senior pitches to junior. Work with South Bank Community Football Association to meet minimum Step 7 Ground Grading requirements.

Officer response:

Policy number on appendix insert map will be corrected. It is no longer intended to allocate the site for employment use and the playing pitches will be retained in their existing use. An alternative site at Mannion Park is being proposed instead.

DLP1147**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy ED7: New Employment Allocations seeks to bring forward land adjacent to Skippers Lane Industrial Estate. Natural England encourage the re-use of previously developed land on sites that are not of environmental or biological value. It is noted that this site allocation would remove a playing field

Officer response:

Comments noted. It is no longer intended to allocate the site for employment use. An alternative site at Mannion Park is being proposed instead.

DLP894**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The policy seeks to allocate 7ha of land for B1, B2 and B8 uses at Skippers Lane Industrial Estate and paragraph 5.43 of the supporting text states that the site is located with good linkages and transport links via the A66. Whilst this is considered to mainly relate to the local road network, consideration needs to be given to the potential to impact on the SRN. The Agency is keen to ensure that the SRN adequately supports economic growth and such that the impacts of these particular sites are considered appropriately alongside the wider development aspirations of the plan. This should be achievable through a review of the Model Assessment Report and the development of the Agency's Infrastructure Study.

Officer response:

Comments noted. It is no longer intended to allocate the site for employment use. An alternative site at Mannion Park is being proposed instead. The impact of any proposals on the local and strategic road networks will be determined through the planning application process. The Highways Agency will be consulted on any significant development proposals which may have an impact on the strategic road network.

Section/Policy**Policy ED 8****Rural Economy****DLP895**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP1148

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

Natural England welcome the support for the management of land for nature conservation purposes detailed within Policy ED8: Rural Economy.

Officer response:

Support noted.

DLP1189

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Support promotion of leisure and tourism development and expansion of broadband network. Rural area offers unique opportunities to support the local economy, many of which are highlighted in the Tees Valley Rural Community Council's Rural Economic Strategy. The Local Plan should demonstrate what is 'special' about Redcar & Cleveland's rural area and how its assets can be managed to support growth. Redcar & Cleveland's coastline in particular has an important role to play in the local visitor economy.

Officer response:

Support noted. The introduction to the economic development section will be updated to make reference to the Strategic Economic Plan and how the Local Plan will help to deliver its objectives. The supporting text to Policy ED8 will however also be updated to make reference to upgrading broadband within the rural areas being a key objective within the Strategic Economic Plan. Policy ED9 and the supporting text already provide a more detailed summary of the special assets of the borough and how these can be managed to support economic growth.

Section/Policy**Policy ED 9****Leisure and Tourism Development**

DLP897**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP896**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP1149**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy ED9: Leisure and Tourism Development promotes leisure and tourism; however the potential recreational pressure on the SPA at Redcar (as highlighted within the HRA) is a cause of concern.

Officer response:

Section/Policy**Policy ED 9****Leisure and Tourism Development****DLP1234****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Where Policy ED9 is highlighted in the Habitats Regulations Appraisal as having the potential to affect the SPA at Coatham, it should be noted that any forthcoming Recreation Management Plan which the HRA recommends, or other mitigation would have to ensure that there are no adverse effects on the SPA. Where any adverse effects cannot be mitigated, it should be noted that tourism or leisure development would be unlikely to pass the test of imperative reasons of overriding public interest (IROPI), without European Commission involvement. Where screening is required for Appropriate Assessment within 5km of a Natura 2000 site, consideration should be given to the need for screening larger developments beyond this distance. Object to Para5.53 Where the SPA is being adversely affected by recreation, without mitigation, any further development is likely to result in further detrimental effects. Any mitigation from a Recreation Management Plan must ensure no adverse effects on the SPA. This could work as part of a wider strategic masterplan for the conservation and enhancement of biodiversity and planning for strategic mitigation to support development in the borough. Please note objection to HRA paragraph 5.3 regarding evidence for the effects of anthropogenic disturbance.

Officer response:**DLP384****Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Our client considers that Policy ED 9 should include provision for leisure and tourism development in Marske and, in particular, should make specific reference to land to the south of Marske.

Officer response:

The Marske Inn Farm site has been included as a strategic housing site under Policy H3.1. The site is not considered to be a leisure and tourism destination.

DLP530**Full Name:** Anna Turley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

POLICY ED9 The statement 'losses of tourism accommodation through change of use or demolition will only be supported where it can be clearly demonstrated that they are no longer financially viable' is too restrictive and there is not a clear definition of 'financially viable'. Some existing tourist accommodation (particularly B&Bs in Coatham) is poor quality due to decades of decline and poor management. Lack of financial viability should not be the only criteria to allow demolition, but we should also consider the social value. The statement should also include 'where it can be demonstrated that there is a detrimental impact on the local environment and the amenity of the surrounding area'.

Officer response:

The financial viability of each site will be treated on its own merits. The policy will be amended to allow for the loss of tourist accommodation where it would provide wider regeneration benefits.

Section/Policy**Policy ED 9****Leisure and Tourism Development****DLP767****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy ED9(f) (and the Regeneration Masterplan referred to in paragraph 5.5) - development should additionally seek to capitalise on the borough's historic assets. The value of doing so doesn't just apply to Kirkleatham.

Officer response:

The supporting text will be amended to make reference of the desire to also capitalise on the borough's historic assets.

DLP706**Full Name:** Janet Jeffrey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Tourism is an important part of our future we need to create a welcoming, vibrant, sustainable place in which to live, work, learn through enabling people, businesses and places in the borough to fulfil their potential. It is important we develop as resilient, healthier and fairer borough, thereby leaving a positive legacy to our future generations.

Officer response:

Comments noted. The policy recognises the importance of leisure and tourism to the future of the local economy and seeks to support it.

DLP826**Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

While we support the intention of this policy to protect Natura 2000 sites, it might be worth also referencing (or cross-referencing to other policies elsewhere in this plan), other areas which are protected and/or designated, but which may not be Natura 2000 sites. These may not require Appropriate Assessment, but may need a level of assessment (such as Environmental Impact Assessment). In particular, there may be issues with visual impact.

Officer response:

The impact on other sites is dealt with under other policies within the plan, in particular N1-4. It is not considered necessary to cross reference these designations as they will form part of the decision making process in any event.

Section/Policy**Policy ED 9****Leisure and Tourism Development**

DLP710

Full Name: Lucy Mo
Organisation: Environment Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The Borough's watercourses provide significant potential to link coastal and inland tourism in a sustainable way and should be promoted. We would therefore support references to this within the policy and/or supporting text.

Officer response:

The supporting text will be amended to make reference to the borough's watercourses and their potential to link coastal and inland tourism in a sustainable way.

DLP435

Full Name: Tom Blenkinsop MP
Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

It is vital that the Local Plan is cognisant of the business and development plans of the North York Moors National Park, who are a vital partner in promoting local tourism.

Officer response:

The North York Moors National Park acts as a significant draw for local tourism and the importance of working in partnership with the National Park Authority is recognised. The Policy has been amended to give stronger recognition of the high environmental quality of the national park and the economic opportunities this offers to nearby areas within the borough.

DLP458

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Greater recognition of the potential economic benefits arising from the National Park designation could be made in the Local Plan. The "Valuing England's National Parks" report concluded that England's National Parks are valued national assets and that economic activity is underpinned by the high quality environment. It also found that National Parks have a wider area of influence beyond the Park boundary which benefits towns and villages nearby such as Guisborough. Whilst the opportunities for Guisborough are acknowledged in the Local Plan, there are more general economic opportunities based on the quality of the landscape designation such as attracting more visitors to the Borough and into the National Park which is a key aim of the National Park Management Plan.

Officer response:

The North York Moors National Park acts as a significant draw for local tourism and the importance of working in partnership with the National Park authority is recognised. The Policy has will be amended to give stronger recognition of the high environmental quality of the national park and the economic opportunities this offers to nearby areas within the borough.

Section/Policy**Policy ED 9****Leisure and Tourism Development**

DLP121

Full Name: Cllr Bill Suthers
Organisation: Redcar & Cleveland Borough Council
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

5.52, I think it should end ', National Trail'. We are fortunate to have one of only 15 National Trails passing through our Borough and hence we should highlight the fact. I also note that no mention is made of the English Coastal Path (ECP) which should be completed through our area next Spring. I anticipate a massive tourism dividend from the ECP which will certainly necessitate the additional accommodation referred to in ED9a. At this juncture I feel reference should also be made to the 'Alternative Coast to Coast' walk which we should be promoting to link into the ECP at Saltburn. (note: the coast to coast is the second most popular long distance walk in the world) I also note that although you suggest new tourism accommodation 'throughout the Borough' your focus only mentions Redcar and Saltburn. I feel this reflects an old fashioned view of tourism.

Officer response:

Reference will be made within the supporting text to the significance of the Cleveland Way National Trail, England Coast Path and an alternative Coast to Coast route passing through the borough and the leisure and tourism opportunities they provide. The policy seeks to promote new tourism accommodation in Saltburn and Redcar in recognition that these are the most well-established tourist destinations, however it does not preclude tourist accommodation in other areas of the borough.

DLP214

Full Name: Mr S M White
Organisation: Campaign for the Protection of Rural England (CPRE)
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

If the proposal to promote tourism in Guisborough, Saltburn and East Cleveland is to be a success then we have to ensure that these areas firstly remain an attractive option for visitors, then improved upon. This will not happen if we allow a proliferation of wind turbines to develop in important scenic areas eg Eston Hills, Beacon Moor. The Council should aim to site wind turbines on industrial land. Also, we need to retain a significant area of green space, not become a concrete jungle of housing estates.

Officer response:

Policy SD6 sets out the Council's policy for renewable energy, including wind turbines. The policy strongly supports renewable energy schemes within the urban industrial areas. In the rural areas, the policy indicates that proposals for renewable energy will not be allowed within, or where they impact upon, nationally protected landscape areas or Sensitive Landscape Areas unless they meet the exceptions criteria set out in Policy N1. The plan contains a wide range of protected open spaces and Policies SD2 and SD3 seek to ensure that development is focussed within the most sustainable locations.

Section/Policy**Policy ED 10****Caravan Sites and Tourist Accommodation****DLP898**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP1150

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: No

Comment summary:

Within Policy ED10: Caravan Sites and Tourist Accommodation, Natural England urge reference to impacts on designated sites to be included as the policy is only restricted by policy N1: Landscape.

Officer response:

The policy will be amended to make reference to the need to ensure that there are no adverse impacts on protected biodiversity and geological sites in accordance with Policy N4.

DLP700

Full Name: Lucy Mo
Organisation: Environment Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Developments outside of publicly sewerred areas risk deterioration of the quality of watercourses, particularly caravan parks and hotels that create significant pollutant loadings. While typical sewage treatment can reduce this polluting load, it will not remove all bacteria. The Local Plan should therefore encourage coastal developments to connect to the public sewer system where possible. This policy also suggests that these types of developments are unlikely to be located in close proximity to a main foul sewer and would therefore require alternative means of sewage disposal. Where this is the case, an Environmental Permit would be required from the Environment Agency. The siting of caravan sites and tourist accommodation should be located outside areas at risk from flooding. We would therefore support references to flood risk mitigation and the need to located development outside flood zones within this policy.

Officer response:

The supporting text will be amended to indicate that sewage from sites should be connected to the existing network, where possible. Where alternative forms of sewage are required an Environmental Permit will be required from the Environment Agency. The policy will be amended to indicate that proposals for caravan and tourist sites will not be permitted in flood risk areas.

Section/Policy**Policy ED 10****Caravan Sites and Tourist Accommodation**

DLP827**Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

While we support the intention of this policy to protect Natura 2000 sites, it might be worth also referencing, or cross-referencing to other policies elsewhere in this plan, other areas which are protected but which may not be Natura 2000 sites. These may not require Appropriate Assessment, but may need a level of assessment (such as Environmental Impact Assessment). In particular, there may be visual impact on sensitive locations.

Officer response:

The policy will be amended to make reference to the need to ensure that there are no adverse impacts on protected biodiversity and geological sites in accordance with Policy N4.

Section/Policy**Policy ED 11****New Hotel and Guest House Accommodation****DLP899**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP1151

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

Policy ED11: New Hotel and Guest House Accommodation sets out the criteria for new hotels and guest houses. The HRA indicates sites in close proximity to Natura 2000 sites are a possibility, the potential increase in visitor numbers to these sensitive areas is a concern to Natural England. Policy Option ED11a: New Hotel and Guest House Accommodation provides an option to include specific policy covering areas where there are issues of high concentration of hotel and guest houses. If this option were to be progressed, it could specifically address the local designated sites and environmental concerns.

Officer response:

The policy seeks to allow for the conversion of residential accommodation to guest/boarding houses and new hotels. Due to the limited number of buildings that would be suitable for conversion, it is not anticipated that the policy would result in a significant increase in the provision of hotel and guest house accommodation. Therefore it is unlikely that the policy would result in adverse impacts upon protected sites. The Council has not progressed Option ED 11a.

DLP385

Full Name:
Organisation: West Midlands Metropolitan Authority Pension Fund
Agent Name: David Staniland
Agent Organisation: Knight Frank LLP
Submission type: E-Mail
Agree with section?: No

Comment summary:

Policy ED 11 states that proposals for new hotel accommodation will be required to follow the sequential approach to site selection, with proposals for new hotel accommodation being particularly directed to sites within Redcar and Saltburn. Our client considers that Policy ED 11 should be more flexible and should make provision for new hotel accommodation in other locations. Hotel development should not be restricted to only Redcar and Saltburn. The NPPF identifies hotels as being suitable for town centre uses. Saltburn is identified in the Draft Local Plan as an East Cleveland Town. In the settlement hierarchy this is on the third tier and there are several locations, particularly conurbations, which are considered to be more suitable. A hotel proposal in Saltburn would therefore fail the sequential test. Restricting hotel development to Redcar and Saltburn, whilst applying a sequential test, is a flawed approach.

Officer response:

The sequential assessment approach seeks to direct proposals for town centre uses to existing town and district centres. The policy highlights the potential for new hotel and guest house accommodation in Redcar and Saltburn as these are the areas of the borough which have the most well-established tourist areas, however, this does not preclude suitable development elsewhere within the borough.

Section/Policy**Policy ED 11****New Hotel and Guest House Accommodation****DLP768****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy ED11 - development should avoid causing harm, directly or indirectly, to the significance of any heritage asset.

Officer response:

Policy HE2 already offers protection to heritage assets based on their significance.

DLP98**Full Name:** mr james e whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Good hotel accommodation is not necessarily related to tourism. There is a lack of good hotel accommodation in this whole area.

Officer response:

The policy seeks to improve the provision of hotel and guest house accommodation in the borough.

DLP166**Full Name:** mr james e whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Good hotel accommodation is not necessarily related to tourism. There is a lack of good hotel accommodation within the whole area.

Officer response:

The policy seeks to improve the provision of hotel and guest house accommodation in the borough.

Section/Policy**Policy ED 12****Equestrian Development****DLP900****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP769**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy ED12 - this policy remains silent with regard to other forms of development, principally changes of use, which can often bring with them equestrian paraphernalia which may mar the character and appearance of otherwise attractive agricultural land.

Officer response:

The policy also relates to proposals for change of use to equestrian development.

DLP711**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We recommend this policy be amended to include consideration of appropriate manure storage and dirty water handling facilities. Stables and liveries in urban fringes with little or no associated land have the potential to affect the quality of watercourses and the quality of bathing waters within coastal areas.

Officer response:

Policy will be amended to make reference to appropriate manure storage and dirty water handling facilities.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing****DLP689**

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: Yes

Comment summary:

York potash fully supports the sentiment expressed in paragraph 6.10 with regard to the mix of housing as this variation is necessary in order to cater for the full range of needs for the community over their changing life-cycle. Maintaining the mix will enable people to stay locally as their personal circumstances mean that they need larger or smaller accommodation.

Officer response:

The support for Policy H1 is noted.

DLP459

Full Name: Ms Sarah Housden
Organisation: North York Moors
National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

The level of housing proposed in the Plan is supported.

Officer response:

The support of the National Park Authority is noted.

DLP901

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

In principle the Agency does not have any concerns with the approach of overallocating against the identified minimum requirement of 270 dwellings per annum and the overall development aspirations (assuming that the supporting evidence is appropriately reflective of this flexibility) as its primary concern is regarding the precise location of development sites and the distribution proposed. Further, comment regarding the detailed distribution is provided in response to the housing spatial aspirations set out within the site specific policies (Policy H3.1 to H3.33).

Officer response:

The Highway Agency's comments are noted.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP648**Full Name:** Mr John Wilkinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

There seems to be a considerable amount of 'commissioning' of consultants to undertake work and I wonder how much this has cost with outside consultants being employed and not making sufficient use of our own staff? it's not as if we have money in the budget to provide some of our more basic services and nothing over last 10 years of housebuilding has stopped outward migration or attracted sufficient long term employment to warranty housing numbers. If the 15% affordable housing threshold is to be accepted based on all the so called evidence, why reduce numbers of affordable housing on any site like the WMPF Outline Planning Application for example, when you could admit, again, this is another attempt at cash raising to plough more money into key projects in Greater Eston which have already historically failed?

Officer response:

The borough has a relatively high proportion of retired (65+) people, a falling working age population and a particularly low birth rate compared to nearby local authorities. The latest ONS population projections, the 2011-21 interim figures, indicate that this trend will accelerate with the 16-64 population falling by 6.5% and a significant increase in the 65+ population by 20%. The plan seeks to address these issues as they could have negative implications for the local economy and the development of sustainable balanced communities including the ability to meet the demand for public services. Consultants have been used to prepare background evidence in some instances where it was considered to be time and/or cost effective to do so, or where it was deemed necessary to draw on their specialist expertise to ensure that the Council has a robust and credible evidence base. Policy H4 seeks to ensure that a minimum of 15% affordable housing is provided on all developments of 15 dwellings or more, including the Marske Inn Farm site.

Housing Requirements and Delivery Phasing

DLP429		Comment summary:
Full Name:	Craig Barnes	<p>Gladman believe that there are several problems with the use of the 2011 Interim ONS Household Projections as a basis of setting the housing requirement and their use, should be treated with caution. Firstly, these projections only consider a 10 year period and therefore do not project for the entire plan period to 2028/29. This means that the plan lacks any supporting demographic evidence base for nearly half of the plan period. Secondly, these projections are trend based. Much of the information that informs these projections are based during the period of the recent economic recession, this means that they are likely to be heavily influenced by short term issues affecting the housing market and economy, the result of which may produce underestimates in the actual need of the borough. Although the local economy and housing market is far from recovered to pre-recession levels, the implementation of a housing requirement for the entire plan period that is based on evidence from the recession means that the plan is potentially overly pessimistic. Gladman accept that the plan does seek to accommodate a further 1,050 dwellings on top of this baseline to meet economic growth and balance migration, however to establish a requirement against a baseline that is too low in the first place would see a greater potential for the demographic and economic needs of the borough not being achieved, thus being counterproductive to the plans objectives. When considered against the fact that the plan will only achieve the delivery of 55% of the identified annual affordable need outlined in the 2012 Tees Valley SHMA, the establishment of a higher baseline would have additional benefits for the borough. The proposed housing requirement is also inadequate on the basis that it does not account for under delivery experienced since the start of the Core Strategy. Gladman believe that any shortfall should be dealt with within a five year period adopting the Sedgfield approach as this would be consistent with the Framework in significantly boosting housing supply. The application of a 20% buffer taken from the end of the plan period should also be applied to the first five years of the plan period to 'provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land' (Â§47, The Framework). The Council accept in the five year land supply note that Redcar and Cleveland is a 20% authority as the Core Strategy requirement was only achieved twice in eight years. However it is clear that this has not been applied to the local plan requirement. H1 goes onto identify current commitments and preferred housing sites amounting to some 4,350 dwellings "an over allocation of approximately 300 dwellings (of approximately 7.5%). Gladman believe that the existing mix of sites and the housing trajectory supporting this strategy is sound, with sufficient flexibility within the trajectory to account for the delay of brownfield/SUEs and facilitate market choice. But there is some potential that the plan could under deliver when demolitions are taken into account. Despite the realistic approach applied in allocating sites by the Borough Council, Gladman believe that the level lacks the flexibility to account for the quantum of demolitions experienced across the borough. Should the rate of demolitions in the borough continue at a rate anywhere near recent levels the net completion rate of the borough will suffer as experienced against the adopted Core Strategy. The identification of a gross target of 4,500 dwellings in the Draft Local Plan, due to its recommendation as outlined in the housing background paper published in September 2013 (see page 39 of the background paper), underlines the Councils anticipation that demolitions will continue into the plan period. The plan should therefore allocate sufficiently to prevent any shortfall in delivery being experienced in the plan period. H1 also includes a table that seeks to divide the delivery of the plan into phases. The table identifies that the plan will deliver 1,350 dwellings in each identified five year period. Gladman question the inclusion of this table as it does not raise or lower the annual requirement. Gladman believe that the sole purpose of this phasing is to constraining delivery to 1,350 dwellings for each period. Gladman object to this and convey to the Council that development that is suitable and available now should be able to contribute to meeting the housing needs of the district subject to environmental and infrastructure requirements being fulfilled. The combination of the requirement to maintain a five year supply of housing land alongside section Â§47 of the framework, and over allocation of sites will ensure that the plan is flexible and responsive to under delivery. Reference to phasing should therefore be deleted.</p>
Organisation:	Gladman	
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	No	

Officer response:

In conformity with national policy, the latest official household projections have been used as a starting point in assessing the housing requirement, and they assume the basis of the requirement. As the projections are interim figures and only run for 10 years to 2021 it is acknowledged that the figures should be checked after more complete household and population projections are released during 2014. At the same time, it is also recognised that the preferred minimum requirement of 270 exceeds both the interim figures and the previous set of household growth projections for 2008-2033 which reflected a period of economic buoyancy. Any necessary adjustments to the requirement resulting from revised projections may therefore be relatively minor. The preferred (minimum) housing requirement strikes a balance between aspiration and achievability. Planning for development in excess of household growth (potentially by up to 50%) has enabled the identification of a wide range of sites to extend housing choice which will significantly increase net housing supply to support economic growth projections and aspirations and the development of more sustainable communities in addition to meeting the needs of the existing population. With regard to the supply backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement. The 10% buffer has been included to allow for any net stock losses or delays in bringing sites forward for development. The figure of 10% was deemed appropriate following consideration of anticipated reductions in clearance levels, the potential for net losses to be offset elsewhere by small windfall developments, the range, location and delivery profile of the preferred sites and current commitments and the relatively high net target proposed in the plan. The level of supply included in the first delivery phase to 2018/19 is sufficient to meet the minimum requirement plus a 20% buffer. In addition to this is the potential for around 1,000 dwellings after year 15. The plan therefore allows for the flexible delivery of housing supply. The requirement has been phased equitably across the plan period in order to promote the balanced distribution of housing delivery and in order to manage supply. Further detail has been given at Para. 6.14 of the draft plan.

Housing Requirements and Delivery Phasing

DLP1106

Full Name: Mr Russell Moxham

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Questions relationship between housing and population retention and economic development. Highlights lack of jobs in the area.

Officer response:

Although the labour market has contracted in recent years, the borough contains key employment sites which are at the forefront of the economic strategies being led by Tees Valley Unlimited and the Borough Council and have the potential to generate significant investment and jobs growth in key expanding sectors such as advanced manufacturing, 'green' energy and logistics. Furthermore, recent employment projections as set out in the supporting Employment Land Review indicate that employment levels may recover towards pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. Analysis of more recent ONS population projections (the 2011-2021 interim figures) indicates that the population decline may stabilise by 2021. However, the growing imbalance between working age and retired people is expected to continue which could undermine the development of balanced and sustainable communities with potentially negative implications for maintaining public services and the local economy. The plan has sought to have regard to these key social and economic issues by planning for a level of residential development which exceeds recent household growth projections but falls within typical housebuilding levels. The prospective turnaround in employment numbers needs to be seen within the context of the projected decline in the working age population and and therefore the potential impact on labour demand, reducing unemployment and in-migration prospects over the plan period. The reference to 14,000 jobs is in regard to the headline figure in the Council's Regeneration Masterplan. Although not quoted in the policy or draft plan itself, reference has been made to this in the supporting Housing Background Evidence Paper which stresses that as this is a gross target, and as such it should not be treated as a robust indicator of labour market growth expectations in the borough over the plan period.

Housing Requirements and Delivery Phasing

DLP753

Full Name: Mr and Mrs Jeffrey Carvell

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Paragraph 6.2 states : Housing is intrinsically linked to population retention and economic growth and if we do not deliver sufficient housing, of the right type in the right areas, there is a risk that we will continue to see population decline in Redcar and Cleveland .What evidence is there that an assumed housing shortage is contributing to population decline? Paragraph 6.4 states: The NPPF confirms that housing requirements should be determined through Local Plans and be aspirational but realistic, and based on an objective assessment of need.The figures ONS projections as quotes anticipate growth of 200 households per annum yet the draft plan is anticipating a figure of 270 an increase of some 35%. The reasons given for this increase in paragraphs 6.4 -6.14 are illogical and at odd with the current climate of local government cuts. It is not appropriate to have a local plan that is wholly aspirational.

Officer response:

The borough has been steadily losing population in recent decades due to out-migration, a significant proportion of which has been to neighbouring local authorities. Locally, population increases have been experienced in wards with higher levels of housing development while wards where development has been limited have tended to lose population. The majority of the preferred housing requirement reflects the assessed needs of the existing population, drawing on the latest official household growth projections. However, because household projections merely reflect what has happened previously relying on these figures is unlikely to be sufficient to promote the development of more sustainable communities for example by stemming the growing gap between working age and retired people and could, moreover, encourage further out-migration. The objectively assessed requirement of 270 will promote population retention and in-migration and support economic growth projections and aspirations and the development of sustainable, balanced communities. At the same time, the requirement figure falls within historic housebuilding rates and is therefore realistically achievable.

DLP400

Full Name: Emma Thornton

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan seems to assume that building houses will bring jobs to the area. Only jobs or a beautiful environment will encourage people to move here. Building thousands of new expensive large houses for an ageing and declining population is completely inappropriate. There are hundreds of houses for sale on the current market, struggling to sell due to 'A continued lack of access to mortgage finance and the requirement for home buyers to provide larger deposits' (Draft Local plan, 2013). I bought my current home in Marske a year ago and EVERY SINGLE property we viewed to buy was currently empty! This does not suggest a demand for buying housing? New houses are often purchased due to the unbeatable deals on finance offered by the developers that buyers cannot get when buying from another owner hoping to move. This means that residents within Redcar and Cleveland hoping to sell their properties are unable to. This can only serve to create further misery for the residents you represent as people only buy new houses, lining the pockets of the developers, who do not invest anything in our area and leaving residents stuck at a certain point on the housing ladder or with a property belonging to relatives who have passed away or had to move into care.

Officer response:

The plan seeks to provide a broad long-term strategy for the sustainable development of the borough, which includes the development and diversification of the local economic base and the conservation of natural assets, alongside the provision of adequate land for housing to meet assessed local housing needs. The housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections (2011-21 interim projections) which show annual growth of 200 households per annum. The latest official population projections (also 2011-2021 interim figures) indicate that population decline may level out over the decade. However, there is also a growing demographic imbalance between working age and retired people which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 dwellings seeks to support economic growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration. Because the housing requirement is based on meeting an identified need for additional housing over a long period, this should not adversely affect the normal operation of the wider residential market.

Housing Requirements and Delivery Phasing

DLP952

Full Name: G M Collins

Organisation:

Agent Name: GVA Grimley Ltd.

Agent Organisation: GVA

Submission type: E-Mail

Agree with section?: No

Comment summary:

We object to draft Policy H1 and consider that the Council has significantly underestimated the number of new homes required over the new LP period to meet full, objectively assessed housing need as required by the NPPF. The draft policy states that the Council is required to deliver 4,050 dwellings over the plan period. We consider this to be a significant underestimate. In this regard the DLP proposes to carry forward the housing requirement of the adopted Redcar and Cleveland Core Strategy (CS, 2007). The CS housing requirement is based upon needs identified in the 1990's and therefore is out of date; a fact recognised by the Secretary of State in the recent Guisborough appeal decision. In GVA's view it would therefore be unsound to roll the CS housing requirement forward into the new LP. Furthermore, as confirmed by the Secretary of State in the appeal decision, there has been a significant shortfall in historic housing completions relative to the housing requirement since 2004. In accordance with the methodology advocated by the Secretary of State in the appeal decision, GVA has calculated the undersupply between 2004 and 2012 as 1,931 dwellings against the Regional Strategy (RS) housing requirement (using completion figures from the Council's Annual Monitoring Reports). Against the CS requirement, there is an undersupply of 1,566 dwellings over the same period. In GVA's view, in order to be sound, these unmet housing needs, or backlog, should be fully reflected in the housing requirement of the new LP. This does not appear to be the case based upon the information and the draft housing requirement proposed in the DLP. The draft National Planning Practice Guidance (NPPG) recognises the impact that historic housing delivery can have on household formation rates. It states that an objective assessment of housing need should make adjustments to reflect the consequences of past under-delivery of housing. Historic under-delivery in Redcar and Cleveland will have reduced household formation rates and increased out-migration from the Borough. This will have artificially impacted on population trends and projections causing an artificially negative outlook in Office of National Statistics figures. The draft NPPG states that remedial action should be undertaken to address this situation and an upward adjustment to the housing requirement made to improve household formation rates in line with their natural unrestricted state. It is considered that an upward adjustment of at least 50% should be made to the housing requirement of 270 dwellings per annum. This would reflect the fact that since 2004 the Council has under-delivered by over 64% against the RS and 59% against the CS. Given the above, it is considered that the Council should increase the DLP's housing requirement beyond that currently proposed; the requirement should reflect full, objectively assessed housing needs as evidenced by an up-to-date Strategic Housing Market Assessment. In GVA's view, this will require additional sites to be allocated for housing development in order to satisfy the requirement throughout the plan period.

Officer response:

The assessment of need has been carried out in accordance with national policy, with household growth projections (which are relatively low) assuming the starting point. The minimum requirement is coincidentally the same as the current figure in the Core Strategy. Planning for a level of development which exceeds household growth projections (potentially by up to 50%) has enabled the identification of a wide range of sites and opportunities to enhance the overall housing offer and will, in accordance with the NPPF policy, significantly increase annual net supply. The preferred requirement exceeds household projections and will therefore support economic growth projections and aspirations and the development of more sustainable and balanced communities. With regard to the backlog against RS targets, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement. Following on from this, increasing the figure by at least 50% (to 400 dwellings net per annum) is not supported. The revised requirement would be more than double the latest household projections and without further supporting evidence of need, it would be difficult to justify objectively through the plan-making process and would exceed the annual RS requirement (340) which itself was predicated on a high economic growth rate which has not materialised. It is also questionable whether such a level of development could be realistically sustained over the plan period based on historic performance, and it would require significant additional greenfield allocations which could undermine the deliverability of some preferred allocations and the sustainable development of the borough.

Housing Requirements and Delivery Phasing

DLP424

Full Name: James Reid
Organisation: Barratt Developments Plc
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

BDW does not consider the housing requirement of Policy H1 to be suitably aspirational in accordance with paragraph 154 of the NPPF. The now revoked Regional Strategy (RS) required an average of 340 dwellings net per annum. The Draft proposes a lower net annual requirement of 270, which constitutes a 1,050 dwelling reduction over the plan period. This is not in conformity with NPPF requirements to 'boost significantly' the supply of housing. BDW acknowledges the RS was developed with an aspiration for high levels of growth within the North East which has not been met by Redcar and Cleveland. Although net delivery rates fell significantly short of RS targets, gross completions averaged 328 per annum between 2003 and 2013. This encourages BDW to believe house building can achieve significant levels of output beyond the annual target proposed by Policy H1. Given that the 'Housing Supply Requirements & Site Allocations' background paper anticipates the number of demolitions to decrease throughout the plan period, we suggest a target similar to that of the RS can be achieved. We note that within the Council's Regeneration Masterplan an aspirational target of 14,000 new jobs was set over the duration of the plan period. Table 2.10 of the background housing paper considers the implications of employment growth on household growth and the local plan requirement. The provision of 14,000 jobs over the plan period would equate to an annual housing target of 340 net additional dwellings. Given the evidence above regarding past completions we consider this target aspirational yet realistic in line with paragraph 154 of the NPPF. The proposed housing target does not account for the significant backlog demonstrated by the background housing paper and 2012 AMR against the current housing requirement of the 2007 Core Strategy. The NPPF requires a 20% buffer to be applied to the housing requirement where there has been persistent undersupply. The draft NPPG goes further, to recommend that past undersupply is met within the first 5 years of the plan, which is supported by a series of recent appeal decisions.

Officer response:

The assessed requirement is in conformity with the NPPF as it would result in a significant increase in net additional housing supply than has been the case during the RS period and over recent decades. The requirement exceeds the most recent household growth projections in order to support economic growth projections and aspirations and the development of more sustainable, balanced communities. The RS figures relate to a markedly different timeframe from 2004 to 2021 and relied on an evidence base which is now outdated, particularly as it was predicated on a high economic growth rate which has not materialised. Gross completions over the LDF period have been unusually high, boosted by unprecedented credit availability which fuelled the housing boom preceding the 2008 economic downturn. In the three years from 2006/07 to 2008/09 gross completions averaged over 490 units per annum, which has distorted the overall figures. Over the rest of the 2004 to 2013 period the average was 277 units. During the recession, completions have been heavily underpinned by high levels of grant funding including a large proportion of replacement housing. In line with ongoing austerity cuts, similar levels of funding may not be made available for some years. As noted in the Background Evidence Paper, the aspirational target of 14,000 jobs in the Redcar & Cleveland Regeneration Masterplan is a gross figure. As such, it should not be treated as a reliable indicator of potential labour market expansion within the borough over the plan period. With regard to the supply backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement. The level of supply included in the first delivery phase is sufficient to meet the minimum requirement plus a 20% buffer.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP1277

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: No

Comment summary:

The housing requirement will not meet the objectively assessed housing needs of the borough. It also does not seek to significantly boost housing supply which is a key requirement of the NPPF. The housing requirement does not align with the Council's economic aspirations as set out in the Regeneration Masterplan. Research by Barton Wilmore (included in submission) shows a housing requirement of 633-1,118 net additional units per annum is needed to meet economic aspirations and 320 units per annum to stabilise population. Housing requirement does not take account past under-delivery. There has been no clear demonstration of cross boundary working.

Officer response:

In accordance with national policy, household growth projections (which are relatively low) have assumed the starting point for assessing need. The plan identifies a requirement in excess of annual household projections and a wide range of sites which will, in line with the NPPF, significantly increase net housing supply and extend housing choice over the plan period, thereby supporting economic growth projections and aspirations and the achievement of more sustainable and balanced communities. As noted in the supporting Housing Background Evidence Paper, the aspirational target of 14,000 jobs in the Redcar & Cleveland Regeneration Masterplan is a gross figure and as such it should not be treated as a reliable indicator of potential labour market expansion within the borough over the plan period. As such, the Barton Wilmore figures are not supported, and would appear to be unrealistic and unachievable. With regard to the backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement. In preparing the draft plan the authority has undertaken joint working with other Tees Valley boroughs in preparing the SHMA and strategic transport modelling study and with Middlesbrough Council in undertaking an independent evaluation of plan viability. The Council continues to liaise and work with adjacent local authorities as part of the Duty Co-operate. as noted at Para 1.15, a Duty Co-operate Statement will accompany the publication version of the plan.

DLP1253

Full Name: England & Lyle (private clients)
Organisation:
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: No

Comment summary:

The Council are not planning for a level of housing development to meet the objectively assessed needs for market and affordable housing in the Borough, taking account of the most up-to-date demographic projections and economic growth forecasts. The draft plan therefore does not allocate a sufficient number of sites to meet the objectively assessed needs.

Officer response:

The latest household growth projections (which are relatively low) have assumed the starting point for assessing need. The plan identifies a requirement in excess of the projections and a wide range of sites which will, in line with national policy, significantly increase net housing supply and extend housing choice over the plan period, thereby supporting economic growth projections and aspirations and the achievement of more sustainable and balanced communities.

Housing Requirements and Delivery Phasing

DLP1261

Full Name: England & Lyle
(private clients)

Organisation:

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

The housing requirement is not based on a robust evidence base. The RS requirement is the most recently robustly tested evidenced based housing requirement for the borough and should provide the basis for the housing requirement. This revised requirement is approximately 1000 more dwellings than that suggested in the Draft Local Plan. This is, aspirational, realistic and achievable if the Council as a consequence seek to allocates sufficient land for housing in locations where people want to live. The comparatively low level of house building in the Borough in recent years is not just due to market forces but the hiatus in allocations and supply resulting from the Councils failure to adopt a 'site allocations' plan and , until recently, its resistance to development beyond Development Limits boundaries.

Officer response:

The assessment of need has been carried out in accordance with national policy guidance, with household growth projections (which are relatively low) assuming the starting point. The plan identifies a requirement in excess of annual household projections and a wide range of sites which will significantly increase net housing supply and extend housing choice over the plan period, thereby supporting economic growth projections and aspirations and the achievement of a more stable and balanced population. The view that the requirement should adhere to RS targets is not supported. The RS has been revoked and notwithstanding that the figures lack credibility as they are outdated and were predicated on achieving a level of regional economic growth which has not materialised and is unlikely to do so over the remainder of that particular plan period to 2021. During the LDF period, the low level of (net) completions was due primarily to an unusually high level of stock clearance associated with housing renewal schemes. Net losses averaged 174 units per annum between 2003 and 2013.

DLP737

Full Name: Valerie Halton

Organisation: Conservative Group

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The projections for numbers of houses are greater than the actual need, at 275 a year. We agree with the Department of Communities and Local Government (DCLG) and The Office for National Statistics (ONS), which states that this Borough needs only 200 per year.

Officer response:

National policy guidance advises that official projections should provide the starting point for considering housing requirements. They do not therefore necessarily represent a final figure or the 'objective assessment of need' as required by government policy. The household projections merely reflect what has happened over the last five years. As such, they are inadequate because they do not take into account economic growth projections and objectives and will not support the development of more sustainable communities. Furthermore, basing the requirement entirely on the household growth figures would not result in the significant increase in housing supply sought through national policy and could encourage further out-migration. The assessed requirement of 270 is intended to address the housing needs of the existing population and support the sustainable development of the borough bearing in mind the falling working-age population and the projected employment growth.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP386**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The net minimum requirement figure of 270 dwellings per annum is insufficiently ambitious and should not be determined by consideration of maintaining a deliverable five-year housing land supply. The requirement should be increased to 300 which would be more in line with the RSS which was founded on a robust evidence base. The policy is insufficiently flexible to respond to market changes and, to guard against under-delivery, the requirement should be revised to include an additional (10%) buffer on the identification of reserve sites. There is an overreliance on commitments in identifying supply.

Officer response:

In accordance with national policy, household growth projections have assumed the starting point for assessing housing need. The plan identifies a requirement in excess of annual household projections and a wide range of sites which will enable a significant increase in net housing supply and extend housing choice over the plan period. In addition to the 10% buffer, the delivery projections indicate potential for around 1,000 further dwellings after year 15. The policy is therefore seen to be sufficiently aspirational and flexible. The RS figures relate to a markedly different timeframe from 2004 to 2021 and relied on an evidence base which is now outdated, particularly as it was predicated on an economic growth scenario which has not materialised. The proportion of commitments as part of the projected supply is relatively modest (21%) and most of this potential is under development. Therefore the view that there has been an over-reliance on these sites is disputed.

DLP15**Full Name:** A Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The basis of this plan appears to be that in order to halt net outward migration from the Borough, Redcar and Cleveland needs to build new houses. It presupposes that the building of high end housing in an attractive part of the Borough will itself attract people from outside areas and with them new jobs. Unfortunately the Plan itself accepts that its figures are flawed and that there is no evidence to support the underlying assumptions.

Officer response:

The purpose of the Local Plan is to provide a broad and integrated strategy for the long-term sustainable development of the borough and the conservation of its natural assets. Within this framework, housing and economic growth are critical issues and are inextricably linked. The assessed housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections (2011-21 interim projections) which show annual growth of 200 households per annum. The latest official population projections (also 2011-2021 interim figures) indicate that the population may stabilise over the decade. However, there is also a growing demographic imbalance between working age and retired people which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 dwellings per annum seeks to support employment growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP19**Full Name:** G Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The basis of this plan appears to be that in order to halt net outward migration from the Borough, Redcar and Cleveland needs to build new houses. It presupposes that the building of high end housing in an attractive part of the Borough will itself attract people from outside areas and with them new jobs. Unfortunately the Plan itself accepts that its figures are flawed and that there is no evidence to support the underlying assumptions.

Officer response:

The purpose of the Local Plan is to provide a broad and integrated strategy for the long-term sustainable development of the borough and the conservation of its natural assets. Within this framework, housing and economic growth are critical issues and are inextricably linked. The assessed housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections (2011-21 interim projections) which show annual growth of 200 households per annum. The latest official population projections (also 2011-2021 interim figures) indicate that the population may stabilise over the decade. However, there is nonetheless a growing demographic imbalance between working age and retired people which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 dwellings per annum seeks to support employment growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration.

DLP28**Full Name:** Mrs M Bielby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The plan says there is a demand for additional dwellings but throughout the borough there are numerous dwellings for sale and many have been for months or even years. Most of the new dwellings near Hummersea School in Loftus are not selling. Population figures are declining, not increasing. Our local surgery numbers have declined so much that a doctor who has left is not being replaced.

Officer response:

There is an identified need to provide new housing in addition to the existing stock primarily due to the ongoing increase in the number of households within the borough. Household growth is being driven by a decrease in average household size as more people choose to live alone, and by higher life expectancy. As the requirement figure reflects the assessed need for additional housing, this should not affect the normal operation of the housing market. The latest official population projections (the 2011-2021 interim figures) indicate that the population may stabilise over the decade. It is an objective of the plan to support the development of sustainable and balanced communities through meeting the needs of the existing population and encouraging in-migration. This in turn will support the viability of public services.

Housing Requirements and Delivery Phasing

DLP144

Full Name: Mr Timothy Argument

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Fundamentally disagree with paragraphs 6.1 and 6.2 in relation to housing needs and sustainable development. Jobs are required first, or at the same time. This only applies if the 'economically active' have jobs to go to. Before this scale of development takes place you need to ensure that the existing housing stock is saleable, new stock is built on brownfield sites and there is demand for this sustained by new jobs. None of this appears to be in the plan as far as I can see. Either the population is declining through 'out migration' or 'the local labour market may expand with additional employment opportunities emerging'.. so 'the housing requirement should allow for an increase in housing demand due to prospective economic growth'. You hardly sound convinced!!!! You should wait until the housing stock and brownfield sites are used up and the evidence is there rather than wished for!

Officer response:

The purpose of the Local Plan is to provide a broad strategy to secure the long-term sustainable development of the borough, including employment growth, and the conservation of its natural assets. Within this framework, housing and economic growth are critical issues which are inextricably linked and occur simultaneously. The plan contains policies intended to encourage investment to develop and diversify the local economic base, alongside those which seek to meet assessed housing needs. Although the labour market has contracted in recent years, the borough contains key employment sites which are at the forefront of the economic strategies being led by Tees Valley Unlimited and the Borough Council and have the potential to generate significant investment and jobs growth in key expanding sectors such as advanced manufacturing, 'green' energy and logistics. Furthermore, recent employment projections as set out in the supporting Employment Land Review indicate that employment levels may recover towards pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. Further analysis of economic and employment issues has been set out in the Housing Supply Requirements and Site Allocations Background Evidence Paper which accompanied the Draft Plan. However, most of the assessed housing requirement is based on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections (2011-21 interim projections) which show annual growth of 200 households per annum as more people choose to live alone and life expectancy increases. The latest official population projections (also 2011-2021 interim figures) indicate that population decline may level out over the decade. However, there is also a growing demographic imbalance between working age and retired people which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 dwellings seeks to support economic growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration. In identifying land for residential development, priority has been given to viable brownfield sites and other vacant land within existing settlement boundaries. However, it has been necessary to include some suitable greenfield sites in sustainable locations in order to meet the assessed need.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP443**Full Name:** Carole A Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The Draft Policy notes that in recent years there has been a westward migration of population out of the borough. People follow jobs, the large employers that formerly existed further east have cut jobs substantially and, with increasing automation, these are unlikely to be replaced. The policy envisages providing for an increased population; this is "Pie in the sky", what is needed is a properly managed decline in population. This will create a more rural atmosphere and is more likely to attract those looking for executive low density housing.

Officer response:

Although the labour market has contracted in recent years, the borough contains key employment sites which are at the forefront of the economic strategies being led by Tees Valley Unlimited and the Borough Council and have the potential to generate significant investment and jobs growth in key expanding sectors such as advanced manufacturing, 'green' energy and logistics. Furthermore, recent employment projections as set out in the supporting Employment Land Review indicate that employment levels may recover towards pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. Analysis of more recent ONS population projections (the 2011-2021 interim figures) indicates that the population may stabilise by 2021. However, the growing imbalance between working age and retired people could undermine the development of balanced and sustainable communities with potentially negative implications for maintaining public services and the local economy. The plan has sought to have regard to these key social and economic issues by planning for a level of residential development which exceeds recent household growth projections but falls within typical housebuilding levels. Planning for further population decline is not seen as an appropriate strategy as it will not support economic growth projections and aspirations, could promote higher levels of in-commuting and out-migration and is likely to undermine the development of balanced and sustainable communities, which could have negative implications for maintaining public services.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP269**Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The plan states that the population of the borough is in long term decline. On that basis alone there is no need to set aside land to build yet more houses as set out in the plan. It is commonly acknowledged that building houses does nothing to stem population outflow.

Officer response:

Going off the latest official household projections (2011-21 Interim figures), most of the housing requirement is needed to meet the projected growth in the number of households within the existing population due to the ongoing decrease in average household size as more people live alone and for longer. Population decline over recent decades, can to a significant extent, be attributed to out-migration, including households relocating to neighbouring boroughs which have experienced higher levels of housing development and have a more extensive housing offer, particularly in terms of larger, higher value properties. The latest official population projections (also 2011-2021 interim figures) indicate that population decline may stabilise over the decade. However, there is also a growing demographic imbalance between working age and retired people which could have negative implications for maintaining public services and for the local economy. Therefore, in addition to meeting current household growth projections the preferred annual requirement of 270 dwellings seeks to support the development of more sustainable and balanced communities and employment growth projections and aspirations through promoting an improved housing offer to encourage population retention and in-migration.

Housing Requirements and Delivery Phasing

DLP150**Full Name:** Mr Paul Booth**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The council policy seems to be "if you build them, they will come". Given that the area is losing population, there should be proper thought as to why. The area saw a very rapid rise in population with the coming of iron ore mining, then steel, then chemicals. With the decline of those major employers it is inevitable that the working population also declines. First step to stabilise the population is to secure long term employment.

Officer response:

The purpose of the Local Plan is to provide a broad strategy to secure the long-term sustainable development of the borough and the conservation of its natural assets. Within this framework, housing and economic growth are critical issues which are inextricably linked and occur simultaneously. The plan also includes policies intended to encourage investment to develop and diversify the local economic base, alongside those which seek to meet assessed housing needs. Although the labour market has contracted in recent years, the borough contains key employment sites which are at the forefront of the economic strategies being led by Tees Valley Unlimited and the Borough Council and have the potential to generate significant investment and jobs growth in key expanding sectors such as advanced manufacturing, 'green' energy and logistics. Furthermore, recent employment projections, as set out in the supporting Employment Land Review, indicate that employment levels may recover towards pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. The housing requirement figure is based primarily on meeting official government household growth estimates (200 per annum) arising from the existing population as more people live alone and for longer. The latest population projections (interim figures for 2011 to 2021) indicate that the population may stabilise towards the end of that period. However, the growing demographic imbalance between working age and retired people could undermine local economic development and the delivery of public services. Therefore, in addition to meeting household growth projections, the plan seeks to achieve an appropriate and realistic level of residential development which can also support economic growth projections and objectives and promote the development of more sustainable, balanced communities through encouraging population retention and in-migration.

Housing Requirements and Delivery Phasing

DLP276

Full Name: Mrs Margaret Hargreaves

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The population of the borough is in decline and there is an existing unemployment rate in the R&C area of 11.9%. Current predictions are for a continued fall in population for the foreseeable future and your wish for 'households with executive aspirations' to move to this area will not be achieved when there are so few job prospects. You state that 'There are areas in the Borough with high demand for housing supporting high price range properties. These contrast with areas of virtual market collapse, poor conditions and dereliction. Significant parts of the local market are characterised by obsolete and outdated housing, originally built to provide homes to support an industrial infrastructure that no longer exists. Much of the stock fails to meet the Government's decency standard, and does not meet people's aspirations'. Clearly none of this applies to Marske. Recently, on the website RightMove there were 533 houses for sale within a one mile radius of TS11 You state that you aim to 'diversify employment opportunities'. However, building jobs will be temporary and may well go to established contract teams. Jobs associated with possible hotel and other service industry development will be relatively few and most of them will be minimum wage contracts. You are unable to be specific about where the 3-4,000 new residents will actually find employment.

Officer response:

The Local Plan provides a comprehensive strategy which seeks to balance the sustainable development of the borough alongside the conservation of its natural assets. Within this broad framework, housing development and economic growth are two critical areas which are inextricably linked. The assessed housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections (2011-21 interim projections) which show annual growth of 200 households per annum. The latest official population projections (also 2011-2021 interim figures) indicate that population decline may level out over the decade. However, there is also a growing demographic imbalance between working age and retired people which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 seeks to support economic growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration. Careful consideration has been given in identifying the housing requirement, drawing on a range of evidence sources. Further analysis of economic and employment issues has been set out in the Housing Supply Requirements and Site Allocations Background Evidence Paper which accompanied the Draft Local Plan. Because the housing requirement is based on meeting an identified need for additional housing over a long period, this should not adversely affect the normal operation of the wider residential market.

DLP280

Full Name: Mr Peter Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The suggested figures of housing needs over the next fifteen years is too high. Over the last thirty years we have seen a decline in the population of this borough, yet you seem to suggest the need for five thousand more houses over the next fifteen years. An ageing population and less people per household are not adequate reasons to predict an expansion of this scale. The Draft Local Plan wants to promote 'households with executive aspirations'. People in this area predominantly work in Middlesbrough and other large nearby towns and any market for these houses would be taken by people commuting in and out of the area, which would be detrimental to the green issues raised in this plan.

Officer response:

The assessed housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections from 2011-21. The latest official population projections (also 2011 base) indicate that the population may stabilise over the decade. However, there is also a growing demographic imbalance between working age and retired people which could undermine economic development and the delivery of public services. Therefore, the preferred annual requirement of 270 dwellings per annum seeks to support economic growth projections and aspirations and the development of more sustainable and balanced communities by improving the overall housing offer to encourage population retention and in-migration. The majority of working residents (about 60%) are employed in the borough, which is approximately double those working elsewhere in the Tees Valley. The borough has a noticeably older population than other Tees Valley authorities and from economic and environmental sustainability perspectives it is important that emerging employment opportunities can be taken by local residents and do not promote higher levels of in-commuting.

Housing Requirements and Delivery Phasing

DLP258

Full Name: Margaret Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The Council's strategy regarding an increase in housing within the Borough is flawed. The idea that to build more houses encourages people to live and work in the Borough is an 'old chestnut' that has, over the years, been trotted out with no evidence to show that it has actually worked. Manufacturing industries have declined with the loss of many jobs. Unemployment in the area is currently 11.9% much higher than the national average of 7.8%. Economical activity in the Borough is 73.7% compared with the national average of 74.1%. These two factors alone have contributed to a population decline between 2001 and 2011 and this decline is forecast to continue. Surely, economic activity must significantly increase before anyone (regardless of their employment) would even consider living here.

Officer response:

The housing requirement is needed primarily to meet the demand for additional housing within the existing populace due to the ongoing increase in the number of households. However the Local Plan provides the statutory long-term development strategy for the borough and recognises that economic growth and housing demand are inextricably connected and occur simultaneously. The plan therefore includes policies to support the linked economic growth strategies led by the Borough Council and Tees Valley Unlimited, which seek to create a more diverse, prosperous and resilient local economy over the next 10 to 15 years, generating higher employment levels through investment in identified growth sectors. Furthermore, recent employment projections, as set out in the supporting Employment Land Review, indicates that employment levels may recover to pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. Recent population projections (interim figures for 2011 to 2021) indicate that the population may stabilise towards the end of that period.

DLP184

Full Name: Mr Keith Simpson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The Draft Policy fails to recognise that the Borough is sandwiched between the sea to the north and the Cleveland Hills and North Yorkshire Moors to the south. Topographically, it is therefore impossible to create any good north-south transport corridors and a significant westward journey is required to access these. It is noted in the plan that there has been a westward migration of population in recent years, for the above reason the population projections used are severely optimistic and what is required is to manage the population decline properly. Building new houses on greenfield sites is counter productive to the attractiveness of the area and should be struck out from the whole of the draft document.

Officer response:

The assessed housing requirement is based primarily on meeting the current and future needs of the existing population, drawing on the most recent government household growth projections. The latest official population projections (also 2011-2021 interim figures) indicate that population decline may level out over the decade, depending on migration levels. However, there is also a growing demographic imbalance between working age and retired population which could undermine the local economy and the delivery of public services. Therefore, in addition to meeting current household growth projections, the preferred annual requirement of 270 dwellings seeks to support economic growth projections and aspirations and the development of more sustainable communities by improving the overall housing offer to encourage population retention and in-migration. The policy seeks to allocate sufficient housing land within the borough which can meet the assessed requirement while having regard to the conservation of the borough's unique natural assets. In selecting sites for development, priority has been given to developable brownfield and vacant urban land, with the most suitable greenfield sites making up the residual land requirement to ensure housing needs can be met over the plan period. The selection of greenfield sites seeks to minimise the impact on the natural environment and direct development to the most sustainable locations. Physical and environmental constraints have been alluded to in the Housing Supply Requirements and Site Allocations background document supporting the plan and have informed the site selection process.

Housing Requirements and Delivery Phasing

DLP295

Full Name: Mr Richard Roberts

Organisation:

Agent Name: Mr Michael Mealing

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The Policy does not present the necessary certainty required of a Plan intended to direct the development of the Borough for the foreseeable future. It is unclear from the wording that there is any confidence in the numbers adopted as the basis for allocating housing land. It is unacceptable to refer to minimum numbers, then to an enhanced allowance and then to conclude that if the need arises there will be further allocations made. It is not clear what is the basis for the proposed approach. In themselves, the numbers do not seem to reflect the level of need that will be experienced within the lifetime of the Plan. In view of conclusions made by the Secretary of State in his recent decision on the appeal relating to proposed housing development adjacent to the Galley Hill Estate in Guisborough, it would appear that the local planning authority is underestimating the amount of housing that will be needed, notwithstanding its reference to current population projections. In addition, no allowance seems to have been made, on the one hand, for catching up, within the first five years of the Plan's life, with the existing shortfall resulting from a failure to deliver sufficient housing over an extended period, and, on the other, for boosting supply by factoring-in an additional 20% more land in the early part of the Plan. The Policy should reflect the genuine need for additional housing land, provide a clear indication of what that means in terms of land supply and then set out in the expansion of the Policy that follows, which sites will be supported to deliver the anticipated numbers.

Officer response:

In accordance with national policy, the latest official household growth projections (200 per annum) have assumed the starting point for assessing need and they form the basis of the requirement. It is also recognised however that as the household growth figures only reflect historic need and demand, they may be inadequate in estimating future requirements, particularly when wider demographic and economic projections and policy objectives are considered. Therefore, a higher annual requirement of 270 has been specified to promote the development of more sustainable communities through population retention and rebalancing by increasing the working-age population. This higher requirement will prospectively result in a significant increase in (net) housing supply, thereby conforming with the NPPF. The 10% buffer has been included to allow for any net stock losses or delays in bringing sites forward for development. As high levels of stock losses associated with housing renewal schemes were the main reason for under-performance during the LDF period, it is important that the plan has regard to this issue to support the achievement of the delivery target. Although clearances are difficult to predict, particularly over the long-term, the figure of 10% was deemed appropriate following consideration of anticipated reductions in clearance levels, the potential for net losses to be offset elsewhere by small windfall developments, the range, location and delivery profile of the preferred sites and current commitments, and the relatively high net requirement already proposed in the plan. The level of supply included in the first delivery phase to 2018/19 is sufficient to meet the minimum requirement plus a 20% buffer. In addition to this is the potential for around 1,000 dwellings after year 15. The plan therefore allows for the flexible delivery of housing supply. With regard to the delivery backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing****DLP207**

Full Name: Mr S M White
Organisation: Campaign for the Protection of Rural England (CPRE)

Agent Name:
Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

6.10 There is nothing to indicate that the 30 year long decline in population will stop. Redundancies are still happening and very few new jobs are being created.

Officer response:

The purpose of the Local Plan is to provide a broad strategy to secure the long-term sustainable development of the borough and the conservation of its natural assets. Within this framework, housing and economic growth are critical and strongly linked issues. Although the labour market has contracted in recent years, the borough contains key employment sites which are at the forefront of the economic strategies being led by Tees Valley Unlimited and the Borough Council and have the potential to generate significant investment and jobs growth in key expanding sectors such as advanced manufacturing, 'green' energy and logistics. Furthermore, recent employment projections as set out in the supporting Employment Land Review indicate that employment levels may recover towards pre-recession levels over the plan period (an increase of about 5,000-6,000 jobs). At the same time, the working age population is projected to decline, which could therefore increase employment opportunities. Most recent population projections (interim figures for 2011 to 2021) indicate that population levels may stabilise within the decade.

DLP1346

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

NWL support the overall aim of this policy to promote a flexible and continuous supply of housing land over the plan period. The description of the annual housing targets as a minimum net requirement is in line with NPPF paragraph 14 and is welcomed. Paragraph 6.12 of the draft Plan acknowledges the previous housing under supply and seeks to increase the housing requirement figure by 10%. This position is supported in principle by NWL, however, identifying additional sources of supply such as Hewley Reservoir would provide greater certainty in terms of meeting the full, objectively assessed needs for market and affordable housing. Furthermore, NWL question whether the overall housing requirement is sufficiently aspirational especially given that the proposed.

Officer response:

Support for the overall aims of the policy is noted. The assessed housing requirement strikes a balance between aspiration and achievability. In accordance with national policy guidance, the official household growth projections, which are relatively low, have assumed the starting point for determining the objective assessment of need. As the proposed level of development exceeds household projections and will significantly increase net supply, it is maintained that the requirement is aspirational and realistic and will support wider social and economic objectives. The response to comments about the Hewley Reservoir site is set out under Policy H3.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP1362

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Alexandra Crowe
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Bellway supports the overall aim of this policy to promote a flexible and continuous supply of housing land over the plan period. In particular, Bellway welcomes the acknowledgement in Policy H1 that the annual housing target is a minimum net requirement and the allowance for over delivery of 10%. Bellway however questions the overall housing requirement figure and does not consider that this is sufficiently aspirational, particularly given the NPPF requirement at paragraph 47 for local planning authorities to "significantly boost the supply of housing" and that the proposed housing targets are some way below the previously supported Regional Strategy housing requirements. In addition, the significant under delivery of housing since 2004 has also not been taken into account and it is recommended in line with the NPPG and recent appeal decisions that this is addressed in the first five years of the plan.

Officer response:

Support for the aims of the policy and on plan flexibility is noted. The preferred minimum housing requirement strikes a balance between aspiration and achievability. The requirement has enabled the identification of a wide range of sites to extend housing choice and, if delivered as proposed over the plan period, will significantly increase net housing supply to support economic growth projections aspirations and the development of more sustainable communities, in addition to meeting the needs of the existing population. At the same time, the proposed level of development broadly corresponds to gross completion levels over recent decades. In accordance with national policy household growth projections (which are relatively low), have assumed the starting point for assessing the requirement. The preferred requirement, boosted by the 10% over-allocation will increase supply 50% above the most recent household growth projections and is therefore seen to be sufficiently aspirational. With regard to the supply backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion in the requirement.

Housing Requirements and Delivery Phasing

DLP522

Full Name: Matthew Good

Organisation: Home Builders Federation Ltd

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The proposed housing requirement is greater than both the 2011 interim household projections and more complete 2008 based household projections. The HBF supports the Council in aiming to deliver greater housing numbers than the projections. The HBF also supports the policy stance in Policy H1 that the proposed housing requirement is a minimum requirement and the allowance for over delivery by approximately 10%. The overall housing requirement figure is not, however, considered sufficiently aspirational and it is not considered that it will provide the 'significant boost' to housing supply required by the NPPF. The proposed housing requirement of 270 net new dwellings per annum is less than previous targets for the authority set by the now revoked Regional Strategy (RS) which required on average 340 net new dwellings for Redcar and Cleveland between 2004 and 2021. This proposed overall reduction of 70 dwellings per annum amounts to 1,050 dwellings over the 15 years of the plan. This reduction is not considered to be in conformity with NPPF requirements to 'boost significantly' the supply of housing. It is, however, recognised that the RS was developed with an aspiration for high levels of growth within the North East which has not been met within Redcar and Cleveland. Previous net delivery rates for new housing fell significantly short of the RS requirements. This was, however, set against a period of significant demolition with gross new dwellings being significantly greater than the net figure. Indeed in between 2003 and 2013 it is noted that an average of 328 gross new completions were delivered on average and for three consecutive years between 2006 and 2009 the gross completions were in excess of 400 units per annum significantly greater than the RS requirement (340). These highly encouraging gross figures provide an indication that house building can achieve significant volumes within Redcar and Cleveland. This is especially likely if the predicted levels of demolitions begin to decrease as anticipated in the Council's September 2013 'Housing Supply Requirements & Site Allocations' background paper. It is therefore likely that in periods of lower demolition a target similar to the RS can be achieved. The revocation of the RS means that the Council must identify its own objectively assessed housing need. Paragraph 159 of the NPPF indicates that a Strategic Housing Market Assessment (SHMA) should be prepared to inform such an assessment. The 2012 Tees Valley SHMA does provide a degree of credence to the Council's proposed housing requirement, identifying a need in table C7 (page 171) of 267 net new dwellings per annum for Redcar and Cleveland between 2008 and 2026. It is noted that the SHMA period is different to the plan period and therefore direct comparisons are difficult. The SHMA is, however, a good starting point for identifying the housing needs of the district but it does not take account of the economic aspirations of the Council and its partners or the ambitions to reduce the amount of population loss from the area. The Council identifies within its Regeneration Masterplan that it has an aspirational target to achieve 14,000 new jobs in the area over the next 15 years. Whilst it is noted that unemployment has risen in the area and some of these jobs could potentially be filled by those currently out of work a significant proportion of any such jobs growth would need to be taken by people moving back into the area. This is due to the aging nature of the current population in Redcar and Cleveland, with the proportion of the over 65 population anticipated to increase by 9% over the next 20 years (ONS 2010 projections). To attract new residents of working age to the area will require new housing to be provided at a greater rate than is proposed in the draft plan. The 'Housing Supply Requirements & Site Allocations' background paper does in Table 2.10 consider the implications of a number of jobs growth scenarios and identifies a housing requirement ranging from 240 per annum to 340 per annum. The higher requirement of 340 per annum relates to the Redcar and Cleveland Regeneration Masterplan ambition to create 14,000 new jobs. Whilst it is acknowledged that such a requirement is aspirational such a figure is realistic given previous gross delivery rates. It is therefore considered that this higher figure more closely aligns with both the Council's own economic ambitions as well as NPPF paragraph 154 which states 'Local Plans should be aspirational but realistic'. The 'Housing Supply Requirements & Site Allocations' background paper and 2012 AMR both indicate a significant backlog of completions against the current housing requirement contained within the 2007 Core Strategy. This amounts to a net backlog of 1,312 dwellings since 2004. The policy does not attempt to 'make good' this backlog. The draft NPPG is clear that household

Officer response:

The support from the HBF for a housing requirement which exceeds household growth projections and allows for flexibility is acknowledged. It is maintained that the proposed requirement is sufficiently aspirational as it will result in a significant increase in net supply and, with the 10% buffer, proposes a level of development potentially up to 50% in excess of the interim household projections. The assessed requirement therefore allows for population in-migration to support economic growth projections and objectives and the development of more balanced and sustainable communities. The RS figures lack credibility as they are outdated and were predicated on achieving a level of regional economic growth which has not materialised. Gross completions over the LDF period have been unusually high, boosted by unprecedented credit availability which fuelled the housing boom preceding the 2008 economic downturn. In the three years from 2006/07 to 2008/09 gross completions averaged over 490 units per annum, which has distorted the overall figures. Over the other six years of the 2004 to 2013 period the gross average was 277 units. During the recessionary period, completions have been heavily underpinned by high levels of grant funding including a large proportion of replacement housing. In line with austerity cuts, similar levels of funding may not be made available for some years. With regard to the net delivery backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion in the requirement. As noted in the Housing Background Evidence Paper supporting the draft Plan, the aspirational target of 14,000 jobs in the Redcar & Cleveland Regeneration Masterplan is a gross figure. As such, it should not be treated as a reliable indicator of potential labour market expansion within the borough over the plan period.

Housing Requirements and Delivery Phasing

projections should provide the starting point in the assessment of overall housing need. However, it also goes on to explicitly state that these projections do not deal with the accumulated unmet housing need. It is therefore recommended that the Council seek to address this backlog. In line with recent appeal decisions and the draft guidance within the NPPG it is recommended that this be addressed in the first five years of the plan. Using the 'What homes Where' toolkit this would create the following requirement; What Homes Where 2014 to 2030 - 3,226 Previous under-supply - 1,312 Total - 4,538 The draft plan requirement of 4,050 is therefore considered to be 488 dwellings short of the actual requirement, based solely upon projections, once the under-supply has been taken into account. In addition it is also recommended that the Council consider introducing flexibility to ensure that any under-delivery or none delivery from sites does not jeopardise the overall requirement. Whilst it is noted that the plan currently includes provision for a 10% buffer given the current issues of under-supply it is recommended that this may need to be increased. The HBF considers a buffer closer to 20% may be more appropriate. However, as noted above, the Council's overall plan requirement also needs to take account of its own economic aspirations and the SHMA. A higher requirement of 340 dwellings per annum would enable the Council to achieve its economic ambitions as well as provide a greater quantity of affordable housing. It is therefore suggested that the Council consider increasing its requirement prior to the next phase of consultation upon the plan and address the issue of backlog against current plan requirements.

Housing Requirements and Delivery Phasing

DLP1193

Full Name: Malcolm Steele

Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Support recognition of need to provide additional housing and the benefits this will bring. Housing brings distinct economic benefits and perhaps a distinct paragraph could be included to summarise these benefits to strengthen the justification for the policy. The Council is basing growth assumptions on an interpretation of ONS (should be DCLG) projections without taking full account of the Tees Valley 2012 Strategic Housing Market Assessment (SHMA). The NPPF is explicit in saying LPAs must utilise a SHMA as the evidence base. This could lead to potential problems at inquiry stage. The SHMA identifies 4,000 units at 267 pa. Add the NPPF buffer of 5% and the minimum requirement is 4,200. H1 identifies up to 4,500 gross -mixing net and gross in the same table- minimum supply is quoted as net, with maximum supply as gross which is a bit confusing. Could policy H1 not just state that the total net housing allocation is 4,500 including the NPPF buffer of 5%?

Officer response:

The support from the LEP for increasing housing supply is welcomed. The economic benefits of housing have been briefly alluded to in the Housing Background Evidence Paper but it is agreed that the plan could be strengthened by adding more substantive comment to the document itself. Reference is made in the Plan to the SHMA as a key part of the evidence base, particularly in relation to affordable housing needs and the need for different house types within geographical market areas. However, explicit analysis of overall housing requirements in the SHMA is of insufficient depth and limited benefit as it provides a simple breakdown of the 2008-2033 household formation projections between the four local authorities on a pro-rata basis and covers a different time period, from 2011-26. Moreover, it is stressed in the SHMA that the figures are only projections and do not constitute an assessed requirement. The Plan provides a more robust needs assessment using more detailed analysis and the latest household projections as a baseline. The 10% buffer does not refer to historic under-delivery but has been included to allow for any net stock losses or delays in bringing sites forward for development and, as per the NPPF, provides a degree of flexibility in delivering the requirement. The figure of 10% was deemed appropriate following consideration of anticipated reductions in clearance levels, the potential for net losses to be offset elsewhere by small windfall developments, the range, location and delivery profile of the preferred sites and current commitments and the relatively high net requirement proposed in the plan. The document will be amended as necessary to avoid confusion between the net minimum requirement (270) and the gross target (300) by limiting references to the latter. With regard to the supply backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement. The level of supply included in the first delivery phase is sufficient to meet the minimum requirement plus a 20% buffer, as per the NPPF .

DLP99

Full Name: mr james e whitam

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: In Part

Comment summary:

Housing requirements are directly related to employment. Extension of employment availability will generate an increased housing requirement. There appears to be no extra demand included the Housing Requirement for replacement of houses demolished because of unfitness. There are many terraces of small houses over 100 years old that may reach the end of their useful life within the next 15 years.

Officer response:

By proposing a level of development in excess of household growth projections, the plan supports an increase in housing demand arising from higher employment levels. By over-allocating 10% above the minimum requirement, the plan also allows for any under-delivery in supply, including through net stock losses due to demolition. The figure of 10% includes consideration of anticipated reductions in clearance levels and the potential for net losses to be offset elsewhere by small windfall developments. The plan takes into account current housing renewal programmes but clearance levels are typically difficult to predict over the longer-term and in this respect addressing poor quality housing may sometimes result in renovation rather than clearance and / or redevelopment solutions.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing****DLP657**

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Neil Westwick
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Supports the overall aim to promote a flexible and continuous supply of housing land over the plan period. Welcomes that the policy is a net minimum requirement with a 10% buffer. Does not consider that the housing target is aspirational enough. The significant under delivery since 2004 has not been addressed and should be met in the first 5 years.

Officer response:

Support for the aims and flexibility of the policy is noted. The preferred minimum housing requirement strikes a balance between aspiration and achievability. The requirement has enabled the identification of a wide range of sites to extend housing choice and, if delivered as proposed over the plan period, will significantly increase net housing supply to support economic growth projections and aspirations and the development of more sustainable communities in addition to meeting the needs of the existing population. At the same time, the proposed level of development broadly corresponds to gross completion levels over recent decades. In accordance with national policy, household growth projections (which are relatively low) have assumed the starting point for assessing the requirement. The preferred requirement, boosted by the 10% over-allocation will increase supply 50% above the most recent household growth projections and is therefore seen to be sufficiently aspirational. With regard to the net delivery backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion in the requirement.

DLP1315

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL support the overall aim of this policy to promote a flexible and continuous supply of housing land over the plan period. The description of the annual housing targets as a minimum net is welcomed. Paragraph 6.12 of the draft Plan acknowledges the previous housing under supply and seeks to increase the housing requirement figure by 10%. This position is supported in principle by NWL, however, identifying additional sources of supply such as land north Middlesbrough Road would provide greater certainty in terms of meeting the full, objectively assessed needs for market and affordable housing. Furthermore, NWL question whether the overall housing requirement is sufficiently aspirational.

Officer response:

Support for the overall aims of the policy is noted. The assessed housing requirement strikes a balance between aspiration and achievability. In accordance with national policy the official household growth projections, which are relatively low, have assumed the starting point for determining the objective assessment of need. As the proposed level of development exceeds household projections and will significantly increase net supply, it is maintained that the requirement is aspirational and realistic and will support wider social and economic objectives. The response to comments about the Middlesbrough Road site are set out under Policy H3.

DLP344

Full Name: mr philip thomson
Organisation:
Agent Name:
Agent Organisation:
Submission type: Web
Agree with section?: In Part

Comment summary:

page113 The development at Saltburn Infant School is complete. There cannot be 12 houses to be built in 2014/15 - 2018/19 The development at castle View at Skelton is well under way. There are unlikely to be 50 houses remaining to be built, if any post 2014. page115 there is scope to build additional houses at Saltburn Junior School in addition to the 12 listed. page172 6.212 is agreed in respect of affordable housing. page 180 Policy H4 The percentage of affordable housing has been publicly stated to seek a 20% allocation of any new development over 10 houses. This debate needs to be confirmed. The design of households deemed to be affordable should not radically vary from that of other households on a site, but neither should this be an argument for not allowing different designs to be incorporated. Single bedroom properties should be available on 2/3 bedroom sites. page 181 6.234 Further reason for conducting more area specific needs for affordable housing!

Officer response:

The relevant tables will be amended following confirmation of the 2013/14 housing completion figures. The number of dwellings estimated at Saltburn Junior School reflects the limited size of the site and development constraints. Policy H4 sets out the Council's proposed policy for affordable housing, which seeks provision of 15% affordable housing on sites of 15 dwellings or more. Further guidance on the Council's approach for affordable housing is set out within the adopted Affordable Housing SPD.

Housing Requirements and Delivery Phasing

DLP641

Full Name: Mr Ben Stephenson

Organisation: Persimmon Homes
Teesside

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Whilst Persimmon Homes are satisfied that the proposed housing requirement is higher than the 2011 interim household projections (200 Per annum), based on the past delivery rates and the NPPF requirement for a 20% buffer due to previous under delivery, it is not considered that the target of 270 dwellings per annum is sufficiently aspirational, particularly given the social and economic objectives of the plan and the requirement of the NPPF to "significantly boost" the supply of housing. Clarification on why the requirement incorporates a 10% buffer would be appreciated and confirmation of whether this is in addition to or instead of the 20% buffer required in the NPPF where persistent under-delivery has ensued. The requirement should be increased to 5445 (365 dwellings per annum) in order to accommodate the historic backlog (1,395) and a 20% buffer to reflect persistent under-delivery and ensure that social and economic aspirations to reverse population decline, encourage in-migration of working households and ensure that economic growth and regeneration aspirations are capable of being met. Analysis of the previous housing delivery rates (averaging 328 gross between 2003 and 2013, including over 400 from 2006/7 to 2008/9) indicate that such a level of development is achievable.

Officer response:

The preferred (minimum) housing requirement strikes a balance between aspiration and achievability. The requirement will significantly increase net housing supply in accordance with national policy and has enabled the identification of a wide range of sites to extend housing choice to support economic growth projections and aspirations and the development of more sustainable communities, in addition to meeting the housing needs of the existing population. In line with national policy, household growth projections (which are relatively low) have assumed the starting point for assessing the requirement. The 10% buffer has been included to allow for any net stock losses or delays in bringing sites forward for development and, as per the NPPF, provides a degree of flexibility in delivering the requirement. The figure of 10% was deemed appropriate following consideration of anticipated reductions in clearance levels, the potential for net losses to be offset elsewhere by small windfall developments, the range, location and delivery profile of the preferred sites and current commitments and the relatively high net requirement proposed in the plan. The level of supply included in the first delivery phase to 2018/19 is sufficient to meet the minimum requirement plus a 20% buffer. The suggestion to increase net supply to 365 dwellings per annum is not supported as it is likely to be highly challenging over the plan period and may be difficult to justify bearing in mind the most recent annual household growth projections and because the figure exceeds the annual RS target (340) which itself was predicated on a higher level of economic growth which has not materialised. The preferred requirement does not include the historic backlog on the basis that as the undersupply broadly corresponds to population losses over the Census period any evidence of pent-up demand is likely to be limited and as such increasing the figures may be difficult to justify. The preferred requirement, boosted by the 10% over-allocation, will increase supply 50% above the most recent household growth projections and by implication will support population rebalance and wider economic growth objectives. Gross completions over the LDF period have been unusually high, boosted by unprecedented credit availability which fuelled the housing boom preceding the 2008 economic downturn. In the three years from 2006/07 to 2008/09, gross completions averaged over 490 units per annum, which has distorted the overall figures. Over the other six years of the 2004 to 2013 period the average was 277 units. During the recession, completions have been heavily underpinned by high levels of grant funding, including a large proportion of replacement housing. In line with austerity cuts, similar levels of funding may not become available for some years.

Section/Policy**Policy H 1****Housing Requirements and Delivery Phasing**

DLP1214**Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We broadly support the approach taken by the Council in relation to Policy H1. In particular we agree with the following elements of the policy: Clarifying that the targets are a 'net minimum'; and Allowing for an over delivery of 10% above the net requirement to reduce the risk of under-delivery. However, the overall proposed housing requirement appears to be significantly lower than the previously supported Regional Strategy housing requirements and we question whether this is robust and sufficiently aspirational.

Officer response:

Support for the overall aim of the policy and the inclusion of the additional buffer to guard against under-delivery is noted. The assessed housing requirement strikes a balance between aspiration and achievability. In accordance with national policy the official household growth projections, which are relatively low, have assumed the starting point for determining the objective assessment of need. As the proposed level of development exceeds household projections and will significantly increase net supply, it is maintained that the requirement is realistic. The RS figures relate to a markedly different timeframe from 2004 to 2021 and relied on an evidence base which is now outdated, particularly as it was predicated on a high economic growth rate which has not materialised.

DLP1292**Full Name:****Organisation:** Gisborough Estates**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Gisborough Estate supports the overall aim of this policy to promote a flexible and continuous supply of housing land over the plan period. The description of the annual housing targets as a minimum net requirement is in line with NPPF paragraph 14 and is welcomed. The acknowledgement of the previous housing under supply and the Council's aim to prevent another significant under supply scenario is clearly demonstrated by the increase of the housing requirement by 10% to ensure supply flexibility. This strategy is supported by Gisborough Estate. However, Gisborough Estate consider that the overall housing requirement figure is not sufficiently aspirational, especially given that the proposed housing targets are some way below the previously supported Regional Strategy housing requirements. In addition, the significant under delivery of housing since 2004 has also not been taken into account and it is recommended in line with the NPPG and recent appeal decisions that this is addressed in the first five years of the plan.

Officer response:

Support for the overall aim of the policy and the inclusion of the additional buffer to guard against under-delivery is noted. In accordance with national policy the official household growth projections, which are relatively low, have assumed the starting point for determining the objective assessment of need. As the proposed level of development exceeds household projections and will significantly increase net supply it is maintained that the requirement achieves a balance between aspiration and realistic achievability. The RS figures relate to a markedly different timeframe from 2004 to 2021 and relied on an evidence base which is now outdated, particularly as it was predicated on a high economic growth rate which has not materialised. With regard to the related supply backlog, because the undersupply is broadly commensurate with levels of population loss as recorded by the 2011 Census, any evidence of pent-up demand may be limited and as such it may be difficult to justify its inclusion within the requirement.

Section/Policy**Policy H 2****Type and Mix of Housing****DLP902**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Noted.

DLP145

Full Name: Mr Timothy Argument
Organisation:
Agent Name:
Agent Organisation:
Submission type: Web
Agree with section?: No

Comment summary:

6.22 The link between property sizes and Council Tax banding, allied to the objective of promoting a more sustainable population balance by retaining and attracting working age households, indicates that increasing the supply of detached family dwellings, including 'executive' or 'executive-style' homes, should be given priority in the plan. The SHMA, moreover, has identified an undersupply of larger detached dwellings in some areas of the borough.' What IS the point of 'attracting working age households' if there are NO jobs? The priority SHOULD be for smaller housing (see your own household size claims), social housing and affordable first time buyer housing. Instead it appears you are trying to 'grab' revenue from yet to be realised higher council tax bands.

Officer response:

Research has shown that one of the drivers for population loss in the borough has been the lack of a suitable housing offer. The Draft Local Plan identifies 34 preferred housing sites, of which 31 would be expected to provide a range of housing types and make a contribution to meeting affordable housing needs in the local area. Only 3 sites are proposed to be allocated exclusively for executive-style housing, and each of these sites would be expected to make an off-site financial contribution in order to deliver affordable housing in the local area.

DLP259

Full Name: Margaret Wilson
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

The Plan refers to the promotion of executive type houses for executive type people. Where are these people and what in the wildest of dreams of the Council would encourage them to live in this Borough!! Declining employment prospects, declining population, urban sprawl with no tasteful design effort, declining towns and villages ruined by neglect and inappropriate development to name but a few of the existing reasons why people will not come to this Borough.

Officer response:

Research has shown that one of the drivers for population loss in the borough has been the lack of a suitable housing offer. This includes, within one sector of the market, a lack of availability of executive and executive-style housing within the borough.

Section/Policy**Policy H 2****Type and Mix of Housing****DLP298****Full Name:** Mrs Heather Douglas**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

How can section 6.25 apply to the proposed development at Marske

Officer response:

The site in question is identified as a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled.

DLP16**Full Name:** A Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Young families within the Borough are finding it difficult to access affordable housing whether to rent or to buy - the exact opposite kind of housing from what the Plan envisages is necessary! We believe that encouraging and supporting these young families to stay within the Borough would best be achieved by improving the housing stock in all localities using a mixture of small scale new build, renovation and bringing under-utilised properties back into use.

Officer response:

The Draft Local Plan identifies 34 preferred housing sites, of which 31 would be expected to provide a range of housing and make a contribution to meeting affordable housing needs in the local area. The Council is recognised as amongst the most pro-active in the north east region in ensuring that appropriate empty homes are brought back into use. Such initiatives will continue, alongside the need to develop new housing in the borough.

DLP68**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Having established (in section 1.89) that there is a need for affordable housing, and that the need will continue, the plan goes on (under section 6.22 to "give priority to building more detached family dwellings, including executive or executive-style homes...". The plan thus does not address the needs, is obtuse and should be re-thought through. Many younger people are struggling to get the housing they need and you are proposing to make that situation worse.

Officer response:

The Draft Local Plan identifies 34 preferred housing sites, of which 31 would be expected to provide a range of housing and make a contribution to meeting affordable housing needs in the local area. Only 3 sites are proposed to be allocated exclusively for executive-style housing, and each of these sites would be expected to make an off-site financial contribution in order to deliver affordable housing in the local area.

Section/Policy**Policy H 2****Type and Mix of Housing****DLP20****Full Name:** G Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Young families within the Borough are finding it difficult to access affordable housing whether to rent or to buy - the exact opposite kind of housing from what the Plan envisages is necessary! We believe that encouraging and supporting these young families to stay within the Borough would best be achieved by improving the housing stock in all localities using a mixture of small scale new build, renovation and bringing under-utilised properties back into use.

Officer response:

The Draft Local Plan identifies 34 preferred housing sites, of which 31 would be expected to provide a range of housing and make a contribution to meeting affordable housing needs in the local area. The Council is recognised as amongst the most pro-active in the north east region in ensuring that appropriate empty homes are brought back into use. Such initiatives will continue, alongside the need to develop new housing in the borough.

DLP187**Full Name:** Mr John Dear**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Section 1.89 establishes the principle of a need for affordable housing. Yet the plan prioritises the building of executive style housing. This is a contradiction within the policy. Many younger people are struggling to get on the housing ladder and certainly in Guisborough the housing plan seems to favour the building of larger 3 and 4 bedroom 'aspirational' homes. Builders seem to prefer building estates of larger detached houses. To believe that such houses are affordable without the various plans to purchase with subsidised mortgages seems unwise. I suspect that there is a greater proportion of larger family homes on the market for sale than any other house type. These are mostly estate houses, similar to those proposed in the plans. The current mix of housing is unbalanced, and future housing plans seem to further exaggerate the imbalance.

Officer response:

The Draft Local Plan identifies 34 preferred housing sites, of which 31 would be expected to provide a range of housing and make a contribution to meeting affordable housing needs in the local area. Only 3 sites are proposed to be allocated exclusively for executive-style housing, and each of these sites would be expected to make an off-site financial contribution in order to deliver affordable housing in the local area.

DLP284**Full Name:** Miss Marguerite Benson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Comment on Policy H2 The comments already posted suggest that there are real concerns about the proposed building development in Marske, where flooding may be an issue. The recent flooding in Redcar and the East Cleveland area demonstrates that flooding is a risk which could be addressed in any future planning policy. Therefore I suggest a proposed amendment: from d) achieve an appropriate density which promotes the sustainable use of land for development; and to d) achieve an appropriate density which promotes the sustainable use of land for development and takes cognizance of potential flood risks.

Officer response:

Flood risk will be dealt with in a new policy on flood risk management. The new policy will require applicants to ensure that flood risk is not increased either on-site or off-site. On greenfield sites the run-off rates will need to be maintained and on brownfield sites the policy will include a requirement to reduce surface water run-off, which will reduce the risk of flooding where new development takes place. The maximum density of the development will be determined through a flood risk assessment and drainage assessment, which will need to be undertaken by the applicant and submitted along with the planning application.

Section/Policy**Policy H 2****Type and Mix of Housing****DLP1194**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Welcome recognition that a healthy local economy requires an appropriate mix of housing, in particular the role executive housing plays in retaining and attracting high earners into the Tees Valley. Would like to see definition of executive housing expanded to include a reference to end, penthouse apartments, particularly those arising from conversions of larger older buildings. Borough has an ageing population (highest proportion of over 65s in Tees Valley). Plan should make reference to how Redcar and Cleveland will cater for this increase.

Officer response:

The 'definition' of executive housing is not intended to be exhaustive and merely serves to give an indication of the types of housing that might be included. Individual applications for executive developments, including apartments, would be considered on their merits. The needs of the ageing population are included within the Policy's requirements to meet specialist housing needs and provide an appropriate mix of housing types.

DLP1254

Full Name: England & Lyle
(private clients)

Organisation:

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Supports the plan in seeking to increase the supply of detached dwellings in the borough, including 'executive' or 'executive-style' housing. Believe that land at High Farm would be an appropriate site to help deliver this aim.

Officer response:

Support noted.

DLP387

Full Name:
Organisation: West Midlands
Metropolitan Authority
Pension Fund

Agent Name: David Staniland

Agent Organisation: Knight Frank LLP

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Policy H 2 states, proposals for housing development will be expected to: a) contribute to meeting social housing requirements, market housing demand and specialist housing needs as indicated in the Strategic Housing Market Assessment or by other evidence; b) provide an appropriate mix of house types and sizes which enhances local housing options and is acceptable for the site and its location; c) where appropriate, increase the supply of detached dwellings in the borough, including 'executive' or 'executive-style' housing; d) achieve an appropriate density which promotes the sustainable use of land for development; and e) have full regard to the Design of Residential Areas SPD. Our client broadly agrees with Policy H 2 but would suggest that the criteria be kept flexible enough to allow the future market to determine the type and mix of housing at the appropriate time.

Officer response:

Support noted. It is not believed that the Policy, in seeking to secure an appropriate mix of dwelling types and tenures, unreasonably restricts the ability of developers to react to market conditions.

Section/Policy**Policy H 3****Housing Allocations****DLP1847****Full Name:** Hugh W McCafferty**Organisation:** HM Transportation
Planning Associates
Ltd**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** Yes**Comment summary:**

Support the protection of Guisborough Rugby Club as an open space area. Oppose proposed development by landowner. The Council has identified sufficient housing sites to meet its objectively assessed housing needs. The inclusion of the area as open space meets the policy aims set out in PPG17 and the NPPF. The development of this open space would result in the loss of recreational asset and would have a detrimental impact upon the landscape and wildlife habitat. Development of this site would put extra traffic and congestion on local roads which are already busy. Concerns over loss of rugby club with no alternative site provided. Concerns over impact retail development here would have upon Guisborough district centre.

Officer response:

Support noted.

DLP658**Full Name:** Aidan Hamilton**Organisation:** Bellway Homes (NE
Division)**Agent Name:** Neil Westwick**Agent Organisation:****Submission type:** Letter**Agree with section?:** Yes**Comment summary:**

Bellway supports the allocation of land West of Pine Hills, Guisborough for residential development.

Officer response:

Support noted. See comments under reference DLP1364.

DLP1364**Full Name:** Aidan Hamilton**Organisation:** Bellway Homes (NE
Division)**Agent Name:** Alexandra Crowe**Agent Organisation:** Nathaniel Lichfield &
Partners**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Bellway supports the allocation of land West of Pine Hills, Guisborough for residential development. Specific comments regarding the proposed allocation are set out later on in this representation.

Officer response:

Support noted. Since publication of the draft plan, proposals for the development of 188 dwellings at the site have secured planning permission (application reference R/2013/0651/FFM) .

Section/Policy**Policy H 3****Housing Allocations****DLP388****Full Name:****Organisation:** West Midlands Metropolitan Authority Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** Letter**Agree with section?:** Yes**Comment summary:**

Housing allocations have been identified in order to meet the specified minimum requirement in the 15-year period covering 2014/15 to 2028/29. Table 6 (Housing Allocations) identifies our client's site as follows: Policy Site Location Indicative Delivery Phasing 14/15-18/19: 50 19/20-23/24: 275 24/25-28/29: 375 Post 2028/29:300 Our client agrees that housing site allocations are required in order to meet the housing supply requirements of the borough and supports the inclusion of the Marske Inn Farm site. The site is situated in a sustainable location with good access to public transport and in close proximity to key services such as schools, shops, major employment locations and community facilities. There are few policy constraints and the site is not designated as an environmentally sensitive location. Development of the site will help the Council to meet local housing needs and improve the range of higher end and other aspirational market housing in Redcar and Cleveland. The site is available to come forward for development within the plan period. An outline planning application has been submitted to, and is currently being considered by, the Council. The application seeks to bring forward 1,000 dwellings, which is in line with Policy H 3 and the wider strategic vision for Redcar and Cleveland.

Officer response:

Support noted.

DLP1347**Full Name:** Mr Steve Wharton**Organisation:** Northumbrian Water Ltd**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

NWL object to the omission of Hewley Reservoir as an allocation for residential development in draft Policy H3. Hewley Reservoir is a suitable location for development, located in an existing built up area and within walking distance of a wide range of community services and facilities. Whilst an acceptable form of access would require the acquisition of one or more dwellings surrounding the site, this could take place in the short term and therefore does not mean that the site is undeliverable in the medium to long term. Likewise, the development costs associated with in-filling of the reservoir are unlikely to render development unviable. Paragraph 47 of the NPPF requires LPAs to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area and identifies a supply of specific deliverable and developable sites sufficient to provide up to 15 years worth of housing against their housing requirements. The allocation of Hewley Reservoir would make a valuable contribution towards meeting the requirements of Paragraph 47.

Officer response:

The plan seeks to identify a range of suitable sites in sustainable locations which can deliver and maintain a significant upturn in housing completions to meet assessed requirements over the plan period. Although this is a brownfield site in a highly sustainable location, it is not currently in a developable state and, having been made available for redevelopment for some years, included in the SHLAA, and as an allocation in the Draft LDF Communities DPD, the situation has evidently not progressed in resolving delivery constraints, which casts doubt over when the site might come forward for development. At the same time, because the site is without policy constraint, non-allocation does not prevent the site being redeveloped for housing independent of the plan.

DLP562**Full Name:** Mr J D Wiggins**Organisation:** Manless Green Farm**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Skelton Green is barely mentioned, the area - are field - to the rest of Cleveland View could take some housing to 'to round off' this part of the village.

Officer response:

Comments noted. Outline planning permission for 8 dwellings has subsequently been granted for land adjacent to Cleveland View.

Section/Policy**Policy H 3****Housing Allocations**

DLP243**Full Name:** Peter Finlinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Objects to the draft plan due to: emphasis on building on Greenfield sites, which will fundamentally alter the character of the area and cause damage to the health and well being of residents; inadequate highways infrastructure to cope with the level of development proposed and the additional traffic generated; flooding problems and flood management capacity; and there is no demand for extra housing in the Borough, as the present indications are that area has a declining population. The plan does not reflect the interests of the Borough and should be scrapped. This council has a record of not listening to the wishes of residents. The implications of this plan are so serious and will cause so much damage to the environment that it cannot be allowed to go forward without a clear indication by a majority of the Borough Residents that they agree with the proposals.

Officer response:

The local plan gives priority to the development of suitable and viable brownfield sites and other available land within existing residential areas. However, it has been necessary to also select some greenfield sites in order to meet assessed housing requirements in terms of the quantity and type of development needed. Demand for more housing is being driven primarily by growth in the number of households as more people live alone, and for longer. The plan requires all development proposals to satisfactorily meet all assessed infrastructure requirements, including highways and drainage capacity improvements, both on and off-site, and mitigating any impacts on the natural environment. These obligations are included in the conditional criteria attached to the site development policies. The plan seeks to avoid development on sites in areas at high risk of flooding, and some development options have been rejected on that basis. The Local Plan provides a broad strategy to promote the sustainable development of the borough through balancing economic growth objectives with the conservation of the borough's environmental assets, by directing development needs to the most appropriate locations. As a statutory public document, the plan is subject to extensive formal consultation with local communities and other key stakeholders and to independent scrutiny through the Planning Inspectorate.

DLP1255**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see land at High Farm, Teesville at the southern end of the green wedge included as a housing allocation for 100-150 executive style houses. The site is suitable, available and achievable and would help to meet the Council's objectively assessed housing needs (which are higher than is being planned for). The site is one of the few sites in the conurbation that would be suitable for executive style housing.

Officer response:

The site was not considered as a potential allocation in the draft plan as it is currently the subject of an extant planning consent to provide community woodland as part of the current High Farm development. Sufficient land has been identified to meet the assessed requirement, but notwithstanding that, this proposal is not supported for the following reasons: development would result in an inappropriate extension to the built-up area and a significant and unacceptable reduction in the green wedge; the site is not in an established executive housing location and is unlikely to be required for such purposes as other, more suitable sites have already been identified which will contribute significantly to increasing the supply of detached and 'executive properties' in the borough; and, if implemented, the proposals are likely to promote further development in the green wedge, as proposed in a different representation, with the risk that the potential scale of development could undermine the regeneration and development of key sites in the north of Greater Eston.

Section/Policy**Policy H 3****Housing Allocations**

DLP770

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: No

Comment summary:

Heritage avoidance is not always the best way of achieving constructive heritage conservation. The Plan should be based on a proper understanding of the historic environment and an assessment of the extent to which heritage assets could be harmed or lost by proposals in the Plan. Whilst the Background Evidence Paper: Housing Supply Requirements & Site Allocations - (September 2013) used a site-selection methodology which factors-in the presence of listed buildings, archaeology, and conservation areas, analysis therein makes no overt reference to the 'significance' of those assets and no clear assessment of the potential harm or loss in relation to any perceived public benefit. As a consequence English Heritage is not yet satisfied that a number of proposed allocations will not give rise to substantial harm to or loss of significance of associated heritage assets on or adjacent to those allocations that cannot be outweighed. Without being able to demonstrate this, allocations risk failing to satisfy policies in the NPPF for the conservation and enhancement of the historic environment. English Heritage is not yet satisfied, therefore, and the Council has demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF.

Officer response:

The Council will further consider, where appropriate the impact of proposed housing allocations on heritage assets an policies reviewed as necessary. No site allocations will be supported where the potential impacts of development upon heritage assets could not be addressed through good design and/or appropriate mitigation. Where site allocations have been made in close proximity to designated heritage assets, this has been indicated within the policy. The impact of any development upon heritage assets will also be carefully assessed at the planning application stage taking into account Policies HE1-4.

DLP679

Full Name: G Shaw
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

Comment summary:

Planning consent for residential development in various sites within Guisborough has now reached in excess of 500. I believe that no further developments for house building should be granted until the effect of these 500 houses has been assessed. The area no longer imports jobs. Too much development in Guisborough will have a negative effect - spoiling the market town image it tries to project. Parking is a problem, schools are overcrowded, GP waiting times are long. The High Street does not provide a pleasant shopping experience with its multitude of charity shops and takeaway food outlets. Current housing developments are shifting the centre of gravity of the town away from its centre. Hence more traffic into the town centre. Future housing developments should concentrate on building small affordable houses within walking distance of the town centre. Consideration should be given to the building of bungalows for the ageing population.

Officer response:

The majority of sites included in the Draft Plan at Guisborough already have a planning permission in place. Sites are located within the town as well as on the western outskirts and will collectively provide a broad mix of housing to meet local needs and aspirations over the plan period. Other policies in the plan promote improvements to the town centre, its infrastructure and its economy. Housing developments along with other investments will help support these aims. The plan is supported by an infrastructure strategy which identifies any anticipated additional infrastructure requirements. In addition to this, the impact of individual major new development proposals on community infrastructure is considered at application stage with any appropriate developer contributions agreed as legal conditions attached to the planning consent.

Section/Policy**Policy H 3****Housing Allocations****DLP83****Full Name:** Mr Simon Welch**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

I would suggest that the Council addresses the issues of existing sewerage capacities and the flooding of areas before allowing any further developments to proceed. New build developments on greenfield sites in Redcar have just increased the pressure on the already overwhelmed sewerage and drainage systems.

Officer response:

In assessing potential site allocations, we have taken into account flood risk and each site's ability to achieve development within the context of avoiding areas of flooding, or ensuring satisfactory mitigation measures can be implemented. Following a request from a number of consultees, a new standalone policy on flood risk will now be included in the Local Plan. All planning applications on land that has been identified to be at risk of flooding will be required to follow the approach set out in the NPPF and the new policy and some developments will need to be accompanied by a Flood Risk Assessment. The Council is working with Northumbrian Water and the Environment Agency to identify long term solutions for surface water management in Redcar, which has included the publication of the Redcar Surface Water Management Plan. Developers for each of the sites allocated in the Local Plan will need to submit a drainage plan to the SuDS Approving Body for approval prior to development commencing.

DLP953**Full Name:** G M Collins**Organisation:****Agent Name:** GVA Grimley Ltd.**Agent Organisation:** GVA**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Proposes an extension to the residential development at High Farm, Teesville on the adjacent green wedge land as the site is in a sustainable location, is demonstrably deliverable and development can be achieved without unsatisfactorily compromising the green wedge.

Officer response:

The site was not considered as a potential allocation in the draft plan as it is currently the subject of an extant planning consent to provide an extensive area of community woodland as part of the current High Farm development. Notwithstanding numerical housing requirements (which have been assessed separately under Policy H1), the Council does not support this proposal for the following reasons: the development of 340 dwellings, in addition to the current consent for over 200 currently would significantly increase the level of development at this location and could undermine housing delivery on more sustainable and acceptable sites elsewhere in the north of Greater Eston, including the strategic allocation at Low Grange farm and the former Redcar & Cleveland Town Hall site; the site is not in an area of higher value housing and, as demonstrated by the current permission, it is questionable whether it could be established as an 'executive housing' location; and other, more suitable sites in higher value locations have been identified which will contribute significantly to the supply of detached and 'executive' properties in the borough.

Section/Policy**Policy H 3****Housing Allocations****DLP1262**

Full Name: England & Lyle
(private clients)

Organisation:

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

Generally support the objectives of the policy, subject to the adoption of a higher housing requirement based on the RSS figures. Would like to see land at Woodcock Wood included as a proposed housing allocation.

Officer response:

Support for the aims of the policy is noted. The view that the requirement should adhere to RS targets is not supported. The RS has been revoked, and notwithstanding that, the figures lack credibility as they are outdated and were predicated on achieving a level of regional economic growth which has not materialised. Notwithstanding the above points, other greenfield sites in Greater Eston are preferred to Woodcock Wood on policy, environmental and sustainability grounds.

DLP1288

Full Name: Mr Iain Pay

Organisation: Taylor Wimpey North
Yorkshire

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

Would like to see two additional parcels of land at Galley Hill Farm, Guisborough included as a proposed housing allocation, in addition to the land already identified as a proposed allocation under Policy H3.24.

Officer response:

Sufficient land has been identified to meet the assessed housing requirement in the Plan, including significant development within the rural area, particularly at Guisborough. Taking into account subsequent permissions, this amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. As the Guisborough sites could deliver upwards of 750 dwellings and may therefore be expected to meet local housing needs over the plan period, there are no proposals to allocate further housing land. Notwithstanding the above points, the proposals would result in a substantial and westwards extension, in addition to the major sites at Galley Hill Farm and Pine Hills, which would be unacceptable in sustainability terms.

DLP1298

Full Name: Mr Iain Pay

Organisation: Taylor Wimpey North
Yorkshire

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

Would like to see land at Sparrow Park Farm, New Marske included as a proposed housing allocation.

Officer response:

Sufficient land has been identified to meet the assessed requirement in the Plan, including significant development within the rural area focussed on Guisborough and the other main settlements which, taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. Notwithstanding the above points, priority has been given to the development of a new residential community on the nearby strategic site at Marske Inn Farm which is a more sustainable and acceptable site. The proposed development at Marske Inn Farm would be expected to meet housing requirements over a wide area, including New Marske. As such, further major allocations nearby are not required or justified and, without an indicative defensible boundary, development here could encourage further encroachment towards the A174 and the urban edge of Redcar at Mickle Dales and a scale of development which would be disproportionate to the size and sustainability of the settlement.

Section/Policy**Policy H 3****Housing Allocations****DLP1299****Full Name:** Mr Iain Pay**Organisation:** Taylor Wimpey North
Yorkshire**Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see land to the west of Saltburn at Marske Mill Farm included as a proposed housing allocation.

Officer response:

Sufficient land has been identified to meet the assessed requirement in the Plan, and in the rural area, taking into account subsequent permissions, the level proposed amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. Notwithstanding the above, priority has been given in this part of the borough over the plan period to establishing a new residential community on the strategic site at Marske Inn Farm. As such, development should not be compromised by releasing other major sites nearby. At the same time, although the SHMA has identified a shortage of larger properties in Saltburn, it is feasible that this demand might be accommodated at Marske Inn Farm given the scale of development proposed.

DLP1300**Full Name:** Mr Iain Pay**Organisation:** Taylor Wimpey North
Yorkshire**Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see land to the east of Mickledales included as a proposed housing allocation.

Officer response:

Sufficient land has been identified to meet the assessed requirement in the Plan, including a range of more sustainable and acceptable sites within Redcar and at the nearby strategic site at Marske Inn Farm, which have a combined estimated potential for over 1450 dwellings (35% of supply) within the plan period, with potentially a further 275 dwellings at Marske Inn Farm projected from year 16.

DLP1285**Full Name:** Mr Iain Pay**Organisation:** Taylor Wimpey North
Yorkshire**Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see land to the south east of Nunthorpe included as a proposed housing allocation.

Officer response:

Sufficient land has been identified to meet the assessed requirement in the Plan, including major greenfield sites nearby which are more strongly related to the urban area. The preferred sites and ongoing commitments negate the requirement for a further strategic site which would increase the housing land supply significantly and without justification.

Section/Policy**Policy H 3****Housing Allocations**

DLP1278

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: No

Comment summary:

Object to draft policy H3 as it is not consistent with three key requirements of the NPPF; to provide sufficient housing allocations to significantly boost the supply of housing; to meet the objectively assessed needs of the Borough over the plan period and allow for an NPPF complaint buffer for the first five years of the plan. Notwithstanding the belief that the housing target is too low, the Council has not allocated sufficient sites to meet its proposed target. Welcome the proposed over-allocation, but suggest this should be increased to 20% to ensure delivery. The Council has not included a 20% buffer in the first five years, to ensure a five year deliverable supply.

Officer response:

The assessment of need has been carried out in accordance with the NPPF, with the most recent household growth projections (which are relatively low) assuming the starting point. The plan identifies a requirement in excess of the projections on a wide range of sites, which will significantly increase net housing supply and extend housing choice over the plan period, thereby supporting economic growth projections and aspirations and the achievement of a more stable and balanced population. Allowing for subsequent planning permissions, the potential estimated supply from identified sites over the specified plan period is 4,520, with a further 1,280 from year 16. The projections do not include the backlog from the previous plan period, which has not been bought forward as it broadly corresponds to recorded population losses over the Census period. Any evidence of pent-up demand is therefore likely to be limited and as such it is difficult to justify increasing the requirement. This approach ties in with the published NPPG (March 2014) which advises that planning authorities should take a view, based on available evidence, of the extent to which household formation rates are or have been constrained by supply. The level of supply included in the first delivery phase is sufficient to meet the minimum requirement plus a 20% buffer.

DLP1215

Full Name:
Organisation: The Gisborough Estate
Agent Name: Mr Rob Close
Agent Organisation: Strutt & Parker
Submission type: E-Mail
Agree with section?: No

Comment summary:

Wish to see land at Cleveland Gate Business Park included as a regeneration policy for a mixed use retail and housing development. However, if this should not happen, would like to see the site included as a purely housing site.

Officer response:

The proposals are not supported. The updated Strategic Retail, Leisure and Office Study (2011) did not identify a requirement for additional retail floorspace in Guisborough and the site is not in the town centre. Sufficient land has been identified to meet the assessed housing requirement in the Plan, including significant development within the rural area, particularly at Guisborough, which taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. The Guisborough sites could deliver around 750 dwellings, thereby potentially meeting housing needs over the plan period. As such, it is not proposed to allocate further housing land.

Section/Policy**Policy H 3****Housing Allocations****DLP35****Full Name:** Mr Michael Watson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Concerned over potential flooding of housing sites in Redcar and increased flooding to existing housing as a result of development. The developments in Redcar should be put on hold until an affective water management system is put in place for the whole of Redcar.

Officer response:

In accordance with the National Planning Policy Framework (NPPF), Policy SD4 of the plan requires development proposals to be designed to take account of flood risk and to manage surface water. In addition, in assessing potential site allocations, we have taken into account flood risk and each site's ability to achieve development within the context of avoiding areas of flooding, or ensuring that satisfactory mitigation measures can be implemented. All planning applications on land that has been identified to be at risk of flooding will be required to follow the approach set out in the NPPF, and some developments will need to be accompanied by a Flood Risk Assessment. The Council is working with Northumbrian Water and the Environment Agency to identify long term solutions for surface water management in Redcar and as a matter of course both organisations are consulted on all planning applications.

DLP84**Full Name:** Mr Simon Welch**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

I would suggest that the Council addresses the issues of existing sewerage capacities and the flooding of areas before allowing any further developments to proceed. New build developments on greenfield sites in Redcar have just increased the pressure on the already overwhelmed sewerage and drainage systems.

Officer response:

See response to identical comment referenced DLP 83.

DLP208**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The Plan allocates too much greenfield land . This is creating far too much urban sprawl, which is contrary to para. 2.15 which states an aim to 'prevent uncontrolled urban sprawl' The significant development planned for East Cleveland will lead to an increase in traffic, therefore there will be more emissions which would be contrary to para 9.5 Transport and Accessibility. Neither does such development sustain the economy of the villages as these are effectively dormitory villages with the vast majority of people working and shopping away from their place of residence. The Council have contributed to this by approving large supermarkets away from the Local Centres

Officer response:

Priority has been given to the development of suitable and developable sites within existing settlements, however, as the identified potential is insufficient to meet the assessed housing requirement, it has been necessary to identify greenfield sites. The plan seeks to direct the majority development to the more urbanised north of the Borough which has better access to jobs, services and the strategic transport network and gives preference to sites within the most sustainable locations in or adjacent to the main settlements.

Section/Policy**Policy H 3****Housing Allocations****DLP270****Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Coatham Bowl, Redcar - I understand that the sale of this land is now "under offer" and that it has been earmarked for housing yet there is no mention of it in the plan. Why not? The inclusion of that site would mean less pressure to develop the more controversial sites such as the greenfield site at Marske Inn Farm (H3.01) and the school playing fields at Rye Hills School (H3.14) and Errington School (H3.16).

Officer response:

Following the Village Green ruling on Coatham Enclosure, realistic options for the future of the leisure centre site were considered. Redevelopment for a mixed-use leisure scheme is preferred as it would most effectively support the transformation and sustainable regeneration of the seafront area and the local economy. The Council's aspirations for the site are being supported through draft Local Plan Policy REG1.

DLP253**Full Name:** Mr G R Henderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see the Empire Garage and adjoining land, Boosbeck included as a housing allocation.

Officer response:

Sufficient land has been identified to meet the assessed housing requirement in the Plan, including significant development within the rural area which, taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. As such, it is not proposed to allocate further housing sites. Notwithstanding the above, as the garage site (but not the larger area of adjoining land) falls within development limits, appropriate development would be allowed subject to all other material planning considerations.

DLP257**Full Name:** Mr G R Henderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see the site at High Fields, Brotton included as a housing allocation.

Officer response:

The site was rejected as a potential housing allocation due to its inaccessibility. Sufficient land has been identified to meet the assessed requirement in the Plan, including significant development within the rural area focussed on the main settlements which, taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. As such, no further allocations are required at this stage. However, as the site is without policy constraint and in a sustainable location, non-allocation would not prevent the site coming forward as a 'windfall' development subject to resolving the access constraint and all other material planning considerations.

Section/Policy**Policy H 3****Housing Allocations****DLP217****Full Name:** Mr G R Henderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Proposes housing development on land at Boosbeck Road, Boosbeck.

Officer response:

Sufficient land has been identified to meet the assessed housing requirement in the Plan, including significant development within the rural area and which, taking into account subsequent permissions, amounts to 40% of the supply and thereby corresponds to the indicative development ceiling in the revised locational strategy under Policy SD2. As such, it is not proposed to allocate further housing sites. Notwithstanding the above point, development would not support the sustainable development of the borough as the site is in an isolated location in open countryside and remote from local facilities.

DLP625**Full Name:** Ian Levett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Objects to the plan on the grounds that no regard has been had to the site at the former St Dominic's and Sacred Heart Roman Catholic schools in Redcar. The site has been inaccessible to the public from 2007, since then there has been ongoing delay, uncertainty, and a lack of clarification regarding the future use of the site as public open space, while previous proposals for partial housing development as set out in planning documents going back to 2009 appear to have been abandoned.

Officer response:

Comment on the site is given in the supporting evidence paper 'Housing Supply Requirements and Site Allocations' (p110) which notes the current uncertainty regarding development potential following the surface water flooding event in the Mersey Road area in late 2013. The Council is currently liaising with Northumbrian Water to explore appropriate land use options for the site with recourse to securing surface flood risk alleviation in the local area.

DLP408**Full Name:** Mr G R Henderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Proposes development at the Old Saw Mill, Kirkleatham.

Officer response:

This submission is to be dealt with separately as a planning enquiry through the development management process. The site is too small to warrant allocation.

Section/Policy**Policy H 3****Housing Allocations****DLP401****Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The plan states the area has a 'Good supply of brownfield land' and that 'Prioritising, where possible, the development of previously developed (brownfield) land within existing settlements.' (6.30) Why then are there so many plans to develop on good agricultural land?

Officer response:

The Plan gives priority to developable brownfield land and other suitable land within current settlement boundaries. However, the potential of these sites is insufficient to meet the assessed housing requirement over the plan period in terms of the number of dwellings, location and the type of housing needed. Therefore, it has been necessary to allocate some greenfield site options in sustainable locations to make up the balance of the supply.

DLP178**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

It is not clear whether an ecological assessment has been carried out on all the proposed housing land allocations described here. The statement in the policy regarding the potential requirement for Appropriate Assessment would support this view. The plan may not be deliverable if the proposed housing sites cannot be developed without contravening UK wildlife law and European regulations.

Officer response:

The majority of site allocations have already been subject to a biodiversity audit. A stage 1 survey of all remaining sites will be undertaken prior to progressing the plan.

DLP22**Full Name:** G Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The largest single proposal is based on Marske which is outside the boundaries of the agreed development zone. It is totally inappropriate to the needs of the Marske community specifically and the Borough in general.

Officer response:

Under the plan-making process existing local planning policies, including settlement development limits, are subject to review. The strategic site at Marske Inn Farm is identified as an opportunity to establish a new residential community in a sustainable location and is required to meet housing requirements during the later part of the plan period. Preference has been given in the plan to developable sites within existing settlement boundaries. However, the availability of such sites is inadequate to meet assessed overall housing needs, both in terms of the quantity of dwellings and the type of housing provided. Therefore, the most suitable greenfield sites have been selected and Marske Inn Farm presents the most acceptable option for a major greenfield extension to the built-up area, due to the highly sustainable location providing superior public transport links, good access to other services, and the relatively limited physical and policy constraints affecting the site.

Section/Policy**Policy H 3****Housing Allocations**

		Comment summary:	Officer response:
DLP21			
Full Name:	G Walker	The Borough does not need the development of large scale housing projects on greenfield sites but should rather concentrate on utilising the available small scale brownfield sites located in many of the local communities. There also appears to be an under utilisation of properties within town centres especially flats above shops etc. In addition, there is much more that could be done with local agencies to bring back into use empty or derelict properties where a change of designated use could bring benefits. Local, small scale projects which are absorbable by and appropriate to local communities will bring far greater benefits to those communities specifically and the Borough in general especially in conjunction with focussed development on employment and local infrastructure improvements in each area.	The plan allows for development of small sites within settlement boundaries and gives priority to viable brownfield sites. However, as the identified development potential within existing settlement boundaries would be inadequate to meet the assessed housing needs over the plan period both in terms of the quantity of development and type of housing required, it has also been necessary to identify the most suitable greenfield site options. In terms of vacant dwellings, the Council successfully operates, in conjunction with property owners, an empty homes scheme to bring long-term vacant properties back into residential use. However, the typical net gain in re-occupied properties is small relative to the housing requirement over the plan period.
Organisation:			
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	No		
<hr/>			
DLP17			
Full Name:	A Walker	The Borough does not need the development of large scale housing projects on greenfield sites but should rather concentrate on utilising the available small scale brownfield sites located in many of the local communities. There also appears to be an under utilisation of properties within town centres especially flats above shops etc. In addition, there is much more that could be done with local agencies to bring back into use empty or derelict properties where a change of designated use could bring benefits. Local, small scale projects which are absorbable by and appropriate to local communities will bring far greater benefits to those communities specifically and the Borough in general, especially in conjunction with focussed development on employment and local infrastructure improvements in each area.	The plan allows for development of small sites within settlement boundaries and gives priority to viable brownfield sites. However, as the identified housing potential within existing settlement boundaries would be inadequate to meet the assessed housing needs over the plan period both in terms of the quantity of development and type of housing required, it has also been necessary to select greenfield development options. In terms of vacant dwellings, in conjunction with property owners the Council successfully operates an empty homes scheme to bring long-term vacant properties back into residential use. However, the typical net gain in re-occupied properties is small relative to the housing requirement over the plan period.
Organisation:			
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	No		
<hr/>			
DLP333			
Full Name:	Mr K J Greening	Would like to see land to the rear of Coach Road, Brotton included as a housing allocation. The sites have planning permission and work has commenced on one of the sites with the laying of foundations. The delay in bringing the sites forward has been due to ongoing litigation with regard to trespassing and the economic downturn. The housing market appears to be improving and the site is considered to be deliverable. The contamination and foundations associated with the adjacent railway line have been dealt with by the previous planning applications. The site is brownfield land and located inside development limits in a sustainable location with good access to nearby amenities and a bus stop.	The plan seeks to identify a range of suitable sites which can deliver and maintain a significant upturn in housing completions to meet requirements over the plan period. While the sustainable location is acknowledged, these backland sites have been rejected as allocations because there is a history of unimplemented planning permissions going back to the early 1990's and, notwithstanding the reported progress in resolving physical and legal constraints, without a developer in place, there remains an evidential risk that development would not progress as planned. At the same time, because the principle of accepting housing has previously been established and the land is without policy constraint, non-allocation does not prevent the sites being developed for housing independent of the plan. It is not therefore proposed to include the sites as allocations.
Organisation:			
Agent Name:	Miss Naomi Gibson		
Agent Organisation:	England & Lyle		
Submission type:	Web		
Agree with section?:	No		

Section/Policy**Policy H 3****Housing Allocations****DLP374****Full Name:** Ms Macnaughton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Strongly objects the the building of houses on greenfield sites in Ormesby and Nunthorpe. The traffic congestion on Ormesby Bank and Nunthorpe School is already bad and will be made worse by additional traffic. Impact on other services such as shops, schools, doctors and health services. There were previously proposals for a road across Swan's Corner which is badly needed to alleviate traffic. This cannot come forward if houses are built on here.

Officer response:

As noted in the policies for these sites, development proposals will be informed by detailed assessments in order to: consider the impact on local infrastructure including highways, drainage and community facilities; specify any required infrastructure investment which will be needed to enable acceptable proposals to proceed; and from that, establish realistic development potential. The previous scheme for a link road through Swan's Corner into Middlesbrough is no longer being pursued by either local authority following the outcome of feasibility studies several years ago.

DLP1152**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy H3: Housing Allocations: H3.1 through H3.33 address individual housing allocation sites. The HRA highlights the need to address the indirect impacts of new infrastructure, traffic, drainage, artificial lighting, contamination from run-off or spills and an increased local population.

Officer response:

Comment noted.

DLP1195**Full Name:** Malcolm Steele**Organisation:** Tees Valley
Unlimited/Local
Enterprise Partnership**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy H3 could be strengthened by incorporating the actual allocations as shown in Table 6 of the supporting text. The overall spatial balance of the housing allocations as expressed in the conurbation/rural split is supported. It is logical and sustainable to ensure the majority of housing is provided in the vicinity of future employment opportunities and the selection of sites acknowledges market trends .

Officer response:

The support for this policy from the LEP is acknowledged. The recommended change is agreed, as the strength of such a key policy should take precedence over the layout of the document. The policy will be amended accordingly.

Section/Policy**Policy H 3****Housing Allocations****DLP198****Full Name:** Mr G Flett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Objects to development on land at Windy Hill Farm, Marske as this would place significant pressure on drainage, sewerage and highways infrastructure capacity and would promote coalescence between Marske and Saltburn.

Officer response:

The draft plan does not support development at Windy Hill Farm. The reasons for rejecting the site as a housing allocation are summarised in the accompanying background evidence paper 'Housing Supply Requirements and Site Allocations' (see Page 117).

DLP1235**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Consideration should be given to the need for screening larger developments beyond 5km. Please refer to our recommendations for Policy SD2.

Officer response:

Recommendation noted and will be considered.

DLP903**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy H3 should be strengthened by incorporating table 6 Housing Allocations. To support the safe and efficient operation of the Strategic Road Network (SRN) and to ensure that it adequately supports the provision of future development and contributes towards sustainable economic growth, the Agency wishes to consider the potential impacts of the preferred sites on the network. To that end, regard will be had to the supporting transport and infrastructure evidence base, the model assessment report and the Agency's own study.

Officer response:

Policy H3 sets out the reasons why housing allocations are required. Thereafter the supporting text follows a logical sequence of deducting current commitments (Table 5) from the requirement before identifying the residual requirement through the allocations in Table 6. However, the Council agrees with this recommendation as the strength of such a key policy should take precedence over the layout of the document. The policy will therefore be amended accordingly. The Council welcomes the proposal to further explore potential impacts of developments on the SRN, and is keen to engage with the Highways Agency, as required, in completing this work to facilitate the smooth progression of the plan.

Section/Policy**Policy H 3****Housing Allocations****DLP642****Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The inclusion of housing sites allocations under policies H3.10, H3.11 and H3.22 is supported. Advocates bringing forward development at St. Hilda's Church (Policy H3.11) from the second to into the first delivery phase of the plan period to allow for an early contribution to the Borough's housing targets and help achieve the social and economic objectives of the area.

Officer response:

Comments supporting site inclusion are noted. The phasing of sites seeks to achieve a balance of supply across the plan period taking into account locational and site-specific development issues, and any planning consents or detailed proposals, with priority given where possible to development within existing settlements and on previously-developed land. The St. Hilda's site has been included in the second delivery phase due to the obligation to provide a replacement church facilities within the site prior to residential development. However, it should be noted that the phasing is indicative and would not prevent the site being developed earlier.

DLP730**Full Name:** Mr P Clarke**Organisation:** Middlesbrough Borough Council**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Arup's Strategic Housing Sites Model Assessment Report prepared on behalf of both authorities identifies that the proposed housing allocations H3.3 (Swans Corner), H3.4 (Gypsy Lane), H3.5 (Morton Carr Farm) and H3.6 (Longbank Farm) and the south of Guisborough Road site in Middlesbrough will create congestion at Swans Corner roundabout. The report recommends that further work be undertaken to explore potential solutions in order that infrastructure improvements can be provided in a timely manner. Middlesbrough Council would wish to work closely with you in order to explore these solutions.

Officer response:

Request noted. The authority will continue to work collaboratively with Middlesbrough Council as part of its Duty to Co-operate.

DLP285**Full Name:** Miss Marguerite Benson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Housing supply estimates should be increased by 300 to allow for contributions on small windfall sites so as not to constrain potential from this source of supply.

Officer response:

An allowance for completions on small windfall sites has been included in the supply estimate, based on current commitments. Unidentified windfalls have been excluded as they can fluctuate and are difficult to predict. As such if they are relied upon to meet numerical requirements the soundness of the plan could be undermined. However the exclusion of an allowance should not prevent sites continuing to come forward. Windfall developments are nonetheless an important source of housing supply and text will be added to the document to acknowledge that.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP389**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Support the allocation of the site. The area has previously been identified as a strategic growth area in the LDF Communities DPD Preferred Options and the Regeneration Masterplan. Knight Frank have submitted an outline planning application and masterplan for the site which addresses all of the issues raised in the Policy. The site will make a significant contribution to meeting the housing requirements and will promote economic development and economic regeneration in line with the Council's vision and approach.

Officer response:

Support noted. The submitted planning application will be determined against the adopted development plan.

Marske Inn Farm Strategic Site

DLP848

Full Name: Anne Davies

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP849

Full Name: Mr Connortan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP850

Full Name: H Duffield

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where

possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP851		Comment summary:
Full Name:	B Lightfoot	No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	Letter	
Agree with section?:	No	

Officer response:

The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where

possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP852

Full Name: Susan Lynch

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP847

Full Name: A Griffiths

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP854

Full Name: D Griffiths

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP856

Full Name: Mrs Evelyn Waite

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

development can be made to complement the existing settlement.

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP853

Full Name: Beryl Hards

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP846

Full Name: Miss Semple

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP857

Full Name: Mr Wright

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP844

Full Name: C Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP861		Comment summary:
Full Name:	A Dawson	No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	Letter	
Agree with section?:	No	

Officer response:

The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where

possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP843

Full Name: A Biltern

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP674

Full Name: K Schumm

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

We oppose any more development to our 'village' of Marske-by-the-Sea. The greenfield and brownfield sites should remain as they are to protect the environment, agriculture and wildlife. The existing Sustainable Urban Drainage System (SUDS) cannot cope with the current excess run-off water, so the installation of more of these huge collection tanks to facilitate the proposed development will surely cause more release of run-off water causing high risk of flooding to the majority of Marske which is geographically lower than the proposed development site. This again is a risk to the environment and human health. Unemployment in the area is already above the national average, so more housing, more people, more unemployment. Where are the jobs going to be created? Is this proposed development just council greed? More housing, more people, more revenue from rates, etc.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this

area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP842

Full Name: G Gregory

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

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Marske Inn Farm Strategic Site

DLP841

Full Name: Mrs Mcfaden

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP840

Full Name: K Tilbrook

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP845

Full Name: Mandy Chapman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP868

Full Name: Neil Davis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where

possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP961

Full Name: J Elliot

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP960

Full Name: T. B Elliot

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP959

Full Name: R Marsden

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP958

Full Name: E.M Crookston

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP957

Full Name: Trevor Williams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP956

Full Name: Mr Martin Loweny

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

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Marske Inn Farm Strategic Site

DLP873

Full Name: Anne Carass

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP872

Full Name: Richard Carass

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

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Marske Inn Farm Strategic Site

DLP871		Comment summary:
Full Name:	John Menzies	No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	Letter	
Agree with section?:	No	

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP859

Full Name: Gordon Carass

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

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Marske Inn Farm Strategic Site

DLP869

Full Name: Jean Jackson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

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Marske Inn Farm Strategic Site

DLP858

Full Name: Lisa Chapman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

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Marske Inn Farm Strategic Site

DLP867

Full Name: Fay Anderson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where

possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP866

Full Name: Lyme Cunningham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Housing: You state that 'There are areas in the Borough with high demand for housing supporting high price range properties. These contrast with areas of virtual market collapse, poor conditions and dereliction. Significant parts of the local market are characterised by obsolete and outdated housing, originally built to provide homes to support an industrial infrastructure that no longer exists. Much of the stock fails to meet the Government's decency standard, and does not meet people's aspirations'. Clearly none of this applies to Marske. On RightMove alone recently there were 533 houses for sale within a one mile radius of TS11. Design: You state that 'Recent housing and commercial developments have too often failed to reflect local distinctiveness with little effort being given to creating buildings or a sense of place that reflect and enhance the local character or distinctiveness'. Enough said? Transport. You state that 'car ownership is increasing and traffic problems related to car-borne commuting are likely to follow'....The frequency of rail services has decreased, particularly the direct services to and from Saltburn to Middlesbrough'. The planned development at Marske would exacerbate this. Policy CS1. Securing a Better Quality of Life. 3.2. You highlight these two points. 'Controlling development in areas at risk of flooding'. Marske is clearly in an area of flood risk. Please refer to the British Geological Survey Groundwater Flood Risk Susceptibility Map for the area. 'Reclaiming and reusing derelict land'. This development does not meet these conditions. You state 'Greenfield land may need to be released over the plan period in and around the urban areas to meet the housing requirements.' It is not clear how this condition is met here. You also state 'More new housing in the urban area would mean people have the potential to live closer to their place of work, shops and services. This would mean a reduced need to travel long distances, stabilising traffic levels and congestion in the Borough'. Clearly this condition is not met here and it is likely to add to the congestion you refer to in the section on Transport. Policy CS5 Spatial Strategy for Redcar Area. You state that you will 'Promote new housing development on other sites in Redcar, prioritising previously developed land and sites within the urban area that will enable the development of community facilities;' 'Safeguard and enhance Marske district centre'. Your Housing Plan seems to do neither. You state 'Marske has always maintained its own distinctive character'. This would be completely compromised by your Housing Plan, not just to the detriment of Marske, but to the detriment of the whole of East Cleveland. You state that you aim to 'diversify employment opportunities'. This Housing Plan will not do this. Building jobs will be temporary and may well go to established contract teams. If you ARE able to sell the hotel, fast food development, petrol station, restaurant etc., these jobs will be few and by definition will be service base and more than likely zero hour / minimum wage contacts. You do not make clear where the 3-4,000 new residents will actually find employment. You state that the Draft Plan will 'safeguard and enhance the biodiversity and geodiversity interests of the coastal areas and of open areas in and around the town;'. Your Housing Plan will do neither and will remove a large tract of arable land close to a nearby wooded area. Policy CS23 Green Infrastructure. You state 'The following green areas will be protected and, where appropriate, enhanced to improve their quality, value, multi-functionality and accessibility: a) Strategic gaps between Marske and New Marske; Marske and Saltburn; b) The green wedges in the conurbation'. Clearly this is the absolute opposite of what is proposed in the Housing Plan. Population Change. You highlight that 'out migration' will impact 'housing provision, economic growth and service delivery'. I assume that by this you do not mean 'out migration' will mean we need more houses or create more jobs? Urban Deprivation. You highlight that the area has a 'weak housing market, oversupply of particular types of housing, few local employment opportunities'. These will all be made worse by the planned housing development. 2.12 You state that 'Communities will have good access to quality jobs, healthcare and education', yet as far as I am aware there is no linked plan to create any of these in advance of or concurrent with this development. Existing services will be put at risk. ONS stats show that unemployment in R&C is running at 11.9%. You state that 'Attracting the economically active to live in the Borough will have helped to reverse the trend of population decline and contributed to establishing an adaptable and more diverse well-skilled work force'. This only applies if the 'economically active' have JOBS to go to. Before any development on this scale is allowed to take place you need to

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

Marske Inn Farm Strategic Site

ensure that the existing housing stock is saleable, new stock is built on brownfield sites and there is DEMAND for this sustained by new jobs. None of this appears to be in the Plan at the moment. Policy CS2 Locational Strategy. Indicates that 70% of new development will be in 'conurbations'. Point 3.6. 'Settlement Hierarchy' then lists Marske as a 'conurbation' whereas New Marske is not. You also state that 'Priority will be given to the reuse of previously developed land and existing buildings' neither of which is the case here. Classifying Marske as a 'conurbation' does not reflect the needs or make up of the area in question and this mis-classification has an impact on Policy CS13. Meeting the Housing Requirements. 5.6. 'a larger proportion will be placed in the conurbation'. I suggest that Marske has been classified as part of the conurbation as a matter of convenience to the council. You state that 'Rural economic development in the Borough will focus particularly on the expansion of the tourism and outdoor leisure industry.'™ You fail to make clear how this will quickly create new jobs for the people living in the new housing projected against the build rate. 5. CREATING SUSTAINABLE COMMUNITIES. 5.2. You state that you aim to ensure 'housing is located where residents will have access to jobs, facilities and services whether they have access to a car or public transport or not'. You do not demonstrate how this condition is met within the Housing Plan. 5.3. You state that 'providing new housing' will 'attract people back into the area to stabilise the community'. I maintain that this is wrong. Jobs are required first, or at the same time. Policy CS17. Housing Density. Advocates 'high density' housing in Marske. Why - this is inappropriate! Policy CS 26. Managing Travel Demand. You claim the Borough only has congestion problems in Redcar. You omit the problems getting in / out of Marske or along the single carriageway from Saltburn towards Redcar, or the congestion issue that your planned single carriageway at Marske railway bridge will inevitably create. Policy CS 27. Improving Accessibility. Point 7.9 is too ambivalent and will not deliver the necessary rail improvements.

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP865

Full Name: Angela Hillystone

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village..

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP864

Full Name: Jeff Lillystone

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP863

Full Name: Pam Bilton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP862

Full Name: Mrs Madden

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP835

Full Name: Chathrine Sampson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP860

Full Name: Nicholas Wall

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP839

Full Name: Davis Clark

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP870

Full Name: Keith Jackson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP678

Full Name: Mrs M L Holding

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

There is a good supply of brownfield land, so why build on arable land. When did Marske become part of the conurbation? The plan says that Marske has its own distinctive character, so why destroy it? The philosophy that new housing contributes to economic growth is fundamentally flawed. Previous increased demand was linked to expansion of steel and chemicals industries, there is no link now. High unemployment. Jobs should be created before housing. Site is prone to flooding and development will increase likelihood of flooding. Increased congestion.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The existing policy framework, which was adopted in 2007, includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site

was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP837

Full Name: Mr A Armstrong

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP739

Full Name: Valerie Halton
Organisation: Conservative Group
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

In relation to the Marske Inn Farm proposal, this is obviously going to despoil the rural aspect of that part of East Cleveland. Mention is made of the strategic gap between the villages of Marske and New Marske. Indeed, at 6.43, it states, 'Policy N2 requires the retention of a strategic gap between Marske and New Marske [but] the development of the site will inevitably reduce the distance between the built up areas'. It goes on to say how this should be mitigated. The fact is that it cannot be mitigated and it should not be, the policy should be adhered to. The development is unnecessary, in terms of housing need, so nothing should over-ride the policy, which was implemented to maintain the rural aspect and the distinctiveness between the two villages. 6.36 states that this development 'provides an opportunity to achieve a major sustainable urban extension within the Borough'. Who decided that it is to be extended to become a major urban settlement?

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity.

Marske Inn Farm Strategic Site

DLP742

Full Name: Ms W Barnfarther

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP736

Full Name: Graham Taylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP733

Full Name: Wendy Croshaw

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP682

Full Name: Paul Slingsby

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We live just down the road from the proposed development and there will be flooding and congestion from traffic coming through the quiet estate. Also schools in the neighbourhood can hardly cope with the amount of children they already have without adding more, I am also opposing against the hotel because with it being a small residential area there is no use for a hotel plus will it end up being a halfway house? with the homeless coming and going when they have nowhere to stay. The value of property will go down with the increase of traffic and there will also be rubbish getting dumped in the neighbourhood by customers coming away from the drive through, so this is why I am opposing the proposed development. Also there is the doctors situation " we can hardly get an appointment as it is now and that is without thousands of new residents needing one.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will

have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, or drive-through restaurant. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP727

Full Name: Mrs Andrea Groves

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan focuses primarily on Greenfield sites, rather than brownfield. It will reduce the appeal of our area. The extra housing is driven by developers rather than by demand. The type of housing on the main site, will predominantly have four bedroom detached houses on it. This is what the developer will look to build. These houses will not improve home ownership in the area. Brownfield sites developed in other areas of the borough such as Redcar and Greater Eston will enable smaller homes and homes more affordable to first time buyers. The problem is that developers won't make as their money in these areas so they are not as interested. Since 2006, agents working on behalf of the land owners of the South of Marske site have lobbied for development limits to be changed to the south of Marske. The proposals will cause great flooding issues in Marske if developed. The fact the whole local plans economic future rests on such a fanciful development is disturbing. The rural conurbation of Marske will be altered in both character and value. It is likely higher earners will move into Yorkshire away from Redcar and Cleveland due to the increased traffic congestion from this development. The Local Plan and the Economic Masterplan before it fail to mention high-tech or niche industry. They don't offer any alternative to the large industrial decline. The notion of creative industries has already failed in Redcar it doesn't offer enough money to purchase the kind of properties mentioned in the plan.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas

most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Economic Development section of the Local Plan seeks to support all aspects of the economy, including high tech and niche industries. Policy ED6 indicates that high tech and knowledge driven development should be focused at Kirkleatham Business Park and Cleveland Gate Business Park. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP723

Full Name: Larry Bruce

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP750

Full Name: Andrea Stubbs

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to object to the potential planning that has been mentioned for the Marske area. I am a resident of Marske and am raising my family within this beautiful and quiet village. I wish it to remain a village and not be expanded outside its capacity both concerning traffic and educational capacity within the schools as I do not want my family to be educated outside the area, if space within the schools become overburdened due to increased numbers of families moving to the area if the greenfields are developed upon. It is becoming more concerning the number of recent traffic concerns within Marske and I feel that increasing the housing will inevitably increase the amount of traffic, putting our children and elderly at even more risk especially concerning reducing the railway bridge access road to a single carriageway and enforcing lights. All this will do is reduce the chance that emergency services will arrive in time to save some of our community in their time of need. I would like to make it known that myself and my family chose Marske because of its size and safety and do not wish to lose that to money hungry developers.

Officer response:

Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP694

Full Name: R Newell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP751

Full Name: Mr Vincent Carling

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

My family and I have read the proposed Draft Local Plan for development on the Marske area and we strongly object. My family and the residents of Marske feel so strongly against these proposed developments because of the risk of increased flooding, the massive increase of traffic on such a small village. We feel this plan will destroy the character of Marske being known as a coastal village which has far to much history to loose. We would ask you to reconsider these plans and cancel them altogether.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement

character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP754

Full Name: Mr and Mrs Jeffrey Carvell

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Proposals would damage the local character and distinctiveness of Marske. Proposals would create an increase in traffic congestion. The proposed policy regarding development in areas of flood risk ignores the fact that Marske is an area susceptible to flooding. It is not clear why Marske is considered to be a part of the conurbation. The plan indicates that development will be prioritised on brownfield land, which Marske Inn Farm is not. Plan indicates that housing will be located near to employment areas, but this site isn't. The policy supports high density housing, which is not appropriate.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already

recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1105

Full Name: Mr Russell Moxham

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

All aspirations to develop the land at Marske Inn Farm should be removed from the Draft Local Plan. Whilst permitting development at this site would clearly allow R&CBC to place a large tick against meeting their apparent housing requirements, it promises nothing but misery to the residents of Marske. It will result in more frequent and widespread flooding in our village. It will result in increased house insurance costs, assuming that we can get house insurance. It will result in increased traffic congestion and danger on our roads. It will result in increased pollution etc. as a result of the traffic increase. It will result in the children of Marske losing their right to a good education in their own village. It will result in an increased strain on existing local services. It will result in a lower quality of life for all Marske residents. It will rob Marske of its beauty, character and identity. It will be R&CBC's legacy - another run-down town that residents and businesses can't leave fast enough! Redcar and Cleveland Borough Council should pay more attention to the wishes of the residents of Marske and less to a pension fund from 180 miles away. Reading through these historical representation documents and the policies outlined in the Draft Local Plan suggests they are doing exactly the opposite.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand

for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP756

Full Name: Mrs Eileen Herd

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Concerned about impact of the development on our property and well being . Suffered flooding twice recently and are concerned about the increase in flooding as a result of development. Not clear why development is being proposed outside of development limits on a greenfield site, when the NPPF and plan prioritise development on brownfield land. We don't want or need a hotel or drive-through. Don't want four storey building which will be out of character with Marske.

Officer response:

Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel or drive-through restaurant. The policy already indicates that

the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage.

Marske Inn Farm Strategic Site

DLP728

Full Name: Mrs Linda Daniel

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Proposals would ruin the character of the village. This plan does not meet needs brought about by increased employment and corresponding requirements for extra housing or schools in the immediate area. The National Planning Policy Framework (NPPF) and indeed the council's own draft plan seek to prioritise the use of brown-field sites ahead of green-field sites. There is a stated need to ensure that existing green spaces are protected rather than over developed. Moreover the land in question is outside development limits. Concerned that the proposals would result in increased flooding. Norhumbrian Water have indicated that additional water cannot be discharged into existing infrastructure. Concerned about increased traffic and congestion, especially once the road is narrowed to a single lane under the railway bridge and traffic lights installed. Proposals would impact upon school place provision. Not acceptable that the developer has dropped provision of proposed school instead opting for a financial contribution. Inadequate consultation by the landowner. Proposals would not create jobs. Jobs for proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal. New houses do not create new jobs as construction jobs are temporary. Size and scale of the development would be disproportionate to Marske. As a resident of Marske, this development will adversely affect my family's quality of life in many ways; the environment, education, traffic & safety and healthcare (e.g. strain on G.P services).

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater

flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the

main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP1182

Full Name: Mr. David Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The main area for housing seems to be on the south side of the railway line at Marske and this will exacerbate the already existing traffic flow problems along the A174. This area is already well known as a flood risk problem affecting existing housing on the other side of the railway and to allow the development for housing to go ahead is nothing short of criminal.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP771**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy H3.1 - it is important that, before land at Marke Inn Farm is allocated or approved for development, appropriate archaeological investigation takes place to ensure that the heritage significance of the site is fully understood and any loss (including harm to the setting of the adjacent scheduled ancient monument) is clearly outweighed by any overriding public benefit that cannot be met in any other way, otherwise the Council cannot assert that development on it will be sustainable. Given that pedestrian desire lines from the site to the town are likely to be across the monument, English Heritage would contend that separation would be harmful and undesirable. If it can be satisfactorily established that development can proceed without any unnecessary loss of heritage significance, efforts should be made to integrate the monument, perhaps through limited access and interpretation, thereby giving 'ownership' and sympathetic usage of it to the local community. English Heritage has already identified the potential negative implications for the historic environment of allocating Site H3.01 at Marske for development without a full understanding of the significance of the heritage that exists adjacent to, and probably exists on, the allocated land, and to carefully assess the extent of any harm to, or loss of, any significance in relation to any public benefits that the development might bring.

Officer response:

The policy will be amended to include more information on the archaeological requirements, including the need to undertake a prior evaluation of archaeological remains on the site. Reference has been made in the policy with regard to the need to agree a package of measures to conserve and enhance the appreciation and understanding of the scheduled monument. The Council will work closely with English Heritage to ensure that the impact of the development upon the scheduled monument would be acceptable and that its future is secured. The policy will be amended to include more information on the archaeological requirements, including the need to undertake a prior evaluation of archaeological remains within and adjacent to the site. Reference has been made in the policy with regard to the need to agree a package of measures to conserve and enhance the appreciation and understanding of the scheduled monument. The Council will work closely with English Heritage to ensure that the impact of the development upon the scheduled monument would be acceptable and that its future is secured.

Marske Inn Farm Strategic Site

DLP673

Full Name: Mrs L Fraser

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

We oppose any more development to our 'village' of Marske-by-the-Sea. The greenfield and brownfield sites should remain as they are to protect the environment, agriculture and wildlife. The existing Sustainable Urban Drainage System (SUDS) cannot cope with the current excess run-off water, so the installation of more of these huge collection tanks to facilitate the proposed development will surely cause more release of run-off water causing high risk of flooding to the majority of Marske which is geographically lower than the proposed development site. This again is a risk to the environment and human health. Unemployment in the area is already above the national average, so more housing, more people, more unemployment. Where are the jobs going to be created? Is this proposed development just council greed? More housing, more people, more revenue from rates, etc.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the

drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP671

Full Name: Mr S Cooney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

We oppose any more development to our 'village' of Marske-by-the-Sea. The greenfield and brownfield sites should remain as they are to protect the environment, agriculture and wildlife. The existing Sustainable Urban Drainage System (SUDS) cannot cope with the current excess run-off water, so the installation of more of these huge collection tanks to facilitate the proposed development will surely cause more release of run-off water causing high risk of flooding to the majority of Marske which is geographically lower than the proposed development site. This again is a risk to the environment and human health. Unemployment in the area is already above the national average, so more housing, more people, more unemployment. Where are the jobs going to be created? Is this proposed development just council greed? More housing, more people, more revenue from rates, etc.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account of the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood

risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP962

Full Name: Sharon Goldstraw

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP722

Full Name: Carol Bruce

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP794

Full Name: G Lobley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP810

Full Name: Mrs Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP836

Full Name: Mrs Hill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1501

Full Name: E McLeod

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP834

Full Name: Margaret Charles

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP800

Full Name: Paul Hellan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP799

Full Name: J Partlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP798

Full Name: D Partlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP797

Full Name: J Slocks

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP748

Full Name: Stuart Vernon

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We live just down the road from the proposed development and there will be flooding and congestion from traffic coming through the quiet estate. Also schools in the neighbourhood can hardly cope with the amount of children they already have without adding more, I am also opposing against the hotel because with it being a small residential area there is no use for a hotel plus will it end up being a halfway house? with the homeless coming and going when they have nowhere to stay. The value of property will go down with the increase of traffic and there will also be rubbish getting dumped in the neighbourhood by customers coming away from the drive through, so this is why I am opposing the proposed development.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will

have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, or drive-through restaurant. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP795

Full Name: G Botham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

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Marske Inn Farm Strategic Site

DLP838

Full Name: Mrs E Westerman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

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Marske Inn Farm Strategic Site

DLP793

Full Name: Fiona Mack

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP792

Full Name: Mr George King

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP791

Full Name: Samantha Ayre

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP790

Full Name: Mr M Hill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP785

Full Name: Tony Goodave

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

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Marske Inn Farm Strategic Site

DLP784

Full Name: Mrs Morrison

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP783

Full Name: Neil Taylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP757

Full Name: Stephen Herd

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Concerned about impact upon our property and well being. We have already been affected on two occasions by flood water and we are anxious about the added pressure that the planned expansion would put on the existing drainage system. We are aware that Northumbrian Water have advised that any surface run off cannot be directed into the existing system and are disturbed about the proposed use of a SUDS system on the site as this is likely to increase the likelihood of further flooding in the area. We also cannot understand why the Council is seeking to build in an area which is outside accepted development limits and is clearly a 'greenfield site', when the National Planning Policy Framework and your own draft plan seeks to prioritise the use of 'brownfield sites'. As long time residents and tax payers of Marske we do not feel that this plan considers the needs of the people in this area at all. We certainly don't want or need a 60 bed hotel or a drive through takeaway. There are a number of excellent hosteliies in the village who offer accommodation and there is arguably little market for more. Neither do we want 4 storey buildings in Marske which would be completely out of character with the the rest of the village and this proposal only seeks to further emphasise what little the planners know or care about this area.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel or drive through takeaway. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage.

Marske Inn Farm Strategic Site

DLP752

Full Name: Mrs Carling

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

My family and I have read the proposed Draft Local Plan for development on the Marske area and we strongly object. My family and the residents of Marske feel so strongly against these proposed developments because of the risk of increased flooding, the massive increase of traffic on such a small village. We feel this plan will destroy the character of Marske being known as a coastal village which has far too much history to lose. We would ask you to reconsider these plans and cancel them altogether.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement

character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP796

Full Name: Mr David Bruce

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1506

Full Name: M Ryan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1495

Full Name: Audrey Lord

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1515

Full Name: D Pollock

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1514

Full Name: E Mitchell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1513

Full Name: Thelma Milburn

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1512

Full Name: Mandy Capaldi

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1511

Full Name: Mrs D Braithwaite

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1510

Full Name: Maureen Robinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1509

Full Name: M Stevenson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1519

Full Name: Sarah King

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1508

Full Name: E Gibson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1522

Full Name: M Pacitto

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1505

Full Name: M Greenaway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1504

Full Name: Leaham Woods

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1503

Full Name: Mrs Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1502

Full Name: L Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP600

Full Name: Gillian Legg

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Once again I am having to raise an objection to the proposed housing development in Marske. It does seem totally unnecessary and unsuitable for this area of Marske. My main concern is the way it will change the character of Marske. People have paid a premium to live in Marske and may wonder why they have done so. Also the risk of flooding is high as the land proposed is often flooded and causes flooding to nearby housing, being I believe marshland. Will it be another case of bad planning and people buying new houses which are constantly being flooded, as has happened in Redcar. What about the railway line, surely the railway authorities have something to say about this. Please could someone explain why we need a hotel and park and ride - park and ride to where for goodness sake. Also we have a lot of new houses adjoining Marske, The Ings etc. I can understand people need houses but we do not really have enough work in the area for the people who already live here to support this. I am beginning to wonder who the individuals are in the Council who are pushing this and am sure that once the people of Marske know who they are for definite, they will make sure these individuals are no longer on the Council to represent us, as they are not carrying out or listening to the wishes of the people of Marske. Surely there is enough land where houses could be built in the area before taking over arable land, which we will need in the future for food production. I am sure that one way or another the Council will have their way by whatever means and most people feel the same but it is not very democratic.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural

assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1500

Full Name: A Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP665**Full Name:** Sylvia Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It seems obvious that the plan is to drastically lower the quality of life for the existing residents of Marske. Why would the Strategic Planning Team do this? Causing a glut of housing would be really counter-productive for this area. My objections are exactly as all those listed by the www.stopthehouses.co.uk website, along with those on the Word document available from the website. No doubt the Strategic Planning Team will be familiar with these objections - so to save time for all concerned, please accept them as my objections.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application.

Marske Inn Farm Strategic Site

DLP1497

Full Name: Mrs Tricia Charndled

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1498

Full Name: M Warhurst

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1507

Full Name: S Greenaway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1531

Full Name: Joyce Harrison

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1539

Full Name: Mrs C Etty

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1538

Full Name: A Gibbs Barton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1537

Full Name: W John Etty

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1536

Full Name: John Robert Harrison

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1535

Full Name: Eileen McLean

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1534

Full Name: Bob McLean

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1533

Full Name: William Lownsborough

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1532

Full Name: C R Wharam

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1517

Full Name: K Hughes

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1530

Full Name: P Clarke

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1493

Full Name: John Madden

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1529

Full Name: S Parish

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1521

Full Name: Jane King

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1528

Full Name: A Taylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1527

Full Name: C Taylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1526

Full Name: J Matthews

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1525

Full Name: J Summersgill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1524

Full Name: J Walton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1523

Full Name: James King

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1518

Full Name: M Rayner

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1571**Full Name:** MW Burton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No

Comment summary:

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1091

Full Name: Mr R Leek

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The local authority has not and cannot justify such a development in this area. Due consideration has not been given to the increased traffic volume – the roads are already congested. We already suffer from extensive smells and associated problems from the sewerage works and outlets. Additional properties there would be an increase in sewerage. For the council to say that this has been passed on one vote is undemocratic. As far as I am aware, many of the local councillors serving on the Borough and making decisions about it, no longer live in the Borough they serve – again undemocratic. The link provided on your website presents residents with an 'impenetrable' list of PDFs without the necessary text or links to make consultation easy or meaningful. The Plan as written appears to offer safeguards against the proposed housing developments threatening Marske notably (R/2013/0669/OOM), yet these do not prevent the application being considered. Already lots of houses for sale in the area. No need for new housing. Proposals would damage local distinctiveness. Proposals would make traffic worse. The proposals would make existing flooding problems worse. Site is not close to jobs, which means longer distances to travel and more congestion. Priority should be given to the development of brownfield sites. The proposals would harm Marske district centre. There are no jobs in the area. Building jobs will be temporary and jobs from proposed hotel/drive-through etc, would be few and low paid. Proposals would damage biodiversity and geodiversity. Strategic Gap would be damaged. There is a declining population. The area has a weak housing market, so no demand for housing. Existing local services would be put at risk.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council's Cabinet approved the draft Local Plan for consultation in September 2013. The Cabinet is established to undertake executive functions of the Council in accordance with the constitution. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council

has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The proposals are likely to increase the use of Marske district centre and improve its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP1496

Full Name: Anne Pierre

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1729

Full Name: Ms Olwyn Paschalis-Young

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1263**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We object to the identification of the scale of land currently being proposed for housing development under Policy H3.1. Marske is neither physically nor functionally part of the conurbation but a free-standing settlement with its own character. It does not form part of the conurbation and should not therefore be identified as a strategic location suitable for development that is needed to address the housing needs of the wider conurbation. Alternative options are available such as our clients' land at Woodcock Wood. Any housing allocation at Marske should be proportionate to the scale of the settlement. As such the scale of development proposed through H3.1 is disproportionately large and unsound.

Officer response:

The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option.

Marske Inn Farm Strategic Site

DLP1499

Full Name: Mr Phil Boville

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1624

Full Name: L Coleman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1776

Full Name: Mr D Quine

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1583

Full Name: Miss R Hainsworth

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1662

Full Name: M Ina Hesp

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1713

Full Name: Gillian Legg

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1184

Full Name: Elizabeth Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The main area for housing seems to be on the south side of the railway line at Marske and this will exacerbate the already existing traffic flow problems along the A174. This area is already well known as a flood risk problem affecting existing housing on the other side of the railway and to allow the development for housing to go ahead is nothing short of criminal.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP1717

Full Name: A G Galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1085

Full Name: Mrs K Leek

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The local authority has not and cannot justify such a development in this area. Due consideration has not been given to the increased traffic volume – the roads are already congested. We already suffer from extensive smells and associated problems from the sewerage works and outlets. Additional properties there would be an increase in sewerage. For the council to say that this has been passed on one vote is undemocratic. As far as I am aware, many of the local councillors serving on the Borough and making decisions about it, no longer live in the Borough they serve – again undemocratic. The link provided on your website presents residents with an 'impenetrable' list of PDFs without the necessary text or links to make consultation easy or meaningful. The Plan as written appears to offer safeguards against the proposed housing developments threatening Marske notably (R/2013/0669/OOM), yet these do not prevent the application being considered. Already lots of houses for sale in the area. No need for new housing. Proposals would damage local distinctiveness. Proposals would make traffic worse. The proposals would make existing flooding problems worse. Site is not close to jobs, which means longer distances to travel and more congestion. Priority should be given to the development of brownfield sites. The proposals would harm Marske district centre. There are no jobs in the area. Building jobs will be temporary and jobs from proposed hotel/drive-through etc, would be few and low paid. Proposals would damage biodiversity and geodiversity. Strategic Gap would be damaged. There is a declining population. The area has a weak housing market, so no demand for housing. Existing local services would be put at risk.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council's Cabinet approved the draft Local Plan for consultation in September 2013. The Cabinet is established to undertake executive functions of the Council in accordance with the constitution. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council

has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The proposals are likely to increase the use of Marske district centre and improve its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP1084

Full Name: Tracey Porter

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Already lots of properties for sale in the area. No demand for new houses. Increased traffic and congestion. The area is prone to flooding. The development will make existing situation worse. Development should be on brownfield land, not greenfield land. Development should be close to where the jobs are, this site isn't. Proposals would destroy the character of the village. The population is declining. The area has a weak housing market, which would be made worse by the development. Local services would be put at risk. Jobs are required before new housing. The area has a high unemployment rate. High density housing is not appropriate in Marske. Proposals would increase traffic problems, especially the proposed single carriageway under the railway bridge.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1083

Full Name: Russell Porter

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Already lots of properties for sale in the area. No demand for new houses. Increased traffic and congestion. The area is prone to flooding. The development will make existing situation worse. Development should be on brownfield land, not greenfield land. Development should be close to where the jobs are, this site isn't. Proposals would destroy the character of the village. The population is declining. The area has a weak housing market, which would be made worse by the development. Local services would be put at risk. Jobs are required before new housing. The area has a high unemployment rate. High density housing is not appropriate in Marske. Proposals would increase traffic problems, especially the proposed single carriageway under the railway bridge.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1428

Full Name: Alastair Mcleod

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP968

Full Name: David Goodwill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Concerns over flooding. The proposals will put extra traffic on already congested roads. Believe restricting the traffic under the railway bridge to one lane, would make things even worse. Concerns over the impact of the proposals on local services and infrastructure, including schools. A new school was originally proposed, but this has been dropped. There has been insufficient public consultation on the proposals. Site is arable land and could have significant wildlife value. Marske is already overdeveloped and any more development would harm the character of the village. The National Planning Policy Framework (NPPF) and indeed the council's own draft plan seek to prioritise the use of brown-field sites ahead of green-field sites. I urge the council to look for more appropriate sites for such development.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required.

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP967

Full Name: Stephen Carass

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP966

Full Name: Carol Milne

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP965

Full Name: Martin Sinclair

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP964

Full Name: Mrs Hewitt

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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Marske Inn Farm Strategic Site

DLP1718

Full Name: Mrs T Colling

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1426

Full Name: P R Downham

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Plan is ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet does not prevent the application being considered. Already a number of houses for sale in Marske. Development would exacerbate problems related to car-borne commuting. Is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The character of Marske would be compromised. Will impact on biodiversity and geodiversity, and result in the loss of arable land. Will impact on Strategic Gap between Marske and New Marske. No linked plan to create access to jobs, healthcare and education in advance of or concurrent with this development. Proposal will create very limited employment opportunities for new residents.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and coordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The Policy indicates that the Council will seek to secure community facilities required as part of the development, including a primary school. It is anticipated that any new primary school required, will be delivered on site as part of the development. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP1494

Full Name: L Watson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. Housing: There is not high demand for housing supporting high price range properties nor virtual market collapse, poor conditions and dereliction in Marske. On RightMove alone recently there were 533 houses for sale within a one mile radius of TS11. Design: Development fails to reflect local distinctiveness with little effort being given to creating buildings or a sense of place that reflect and enhance the local character or distinctiveness. Transport. The planned development at Marske would exacerbate problems related to car borne commuting. Frequency of trains has also decreased. Policy CS1. Securing a Better Quality of Life. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Policy CS5 Spatial Strategy for Redcar Area. The Plan does not prioritise housing development on previously developed land and sites within the urban area that will enable the development of community facilities. Plan also does not safeguard and enhance Marske district centre and compromises the ability of Marske to maintain its own distinctive character. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Policy CS23 Green Infrastructure. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Additionally I object as follows: Population Change. I assume you do not mean that 'out migration' will mean we need more houses or create more jobs? Urban Deprivation. A 'weak housing market, oversupply of particular types of housing, few local employment opportunities', will all be made worse by the planned housing development. No linked plan to create access to jobs, healthcare and education in advance of or concurrent with this development. Existing services will be put at risk. Will only attract the economically active if jobs are available. Need to ensure existing housing is saleable, new stock is on brownfield land and there is DEMAND for development sustained by new jobs. Policy CS2 Locational Strategy. Priority is not given to the re-use of previously developed land or existing buildings. Marske is wrongly classified as being in the conurbation which does not reflect the make-up or needs of the area. It is not clear how focussing on the tourism and outdoor leisure industry will quickly create new jobs for the people living in the new housing projected against the build rate. 5. CREATING SUSTAINABLE COMMUNITIES. 5.2. You do not demonstrate how housing will be located where residents will have access to jobs, facilities and services whether they have access to a car or public transport or not. 5.3. Jobs are required first, or at the same time as housing to attract people back and stabilise the community. Policy CS17. Housing Density. Advocates 'high density' housing in Marske. This is inappropriate. Policy CS 27. Improving Accessibility. Point 7.9 is too ambivalent and will not deliver the necessary rail improvements.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean

development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan.

Marske Inn Farm Strategic Site

DLP1492

Full Name: S Dobson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1491

Full Name: Colin Lewis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1490

Full Name: K E Jarvis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1489

Full Name: Mrs J Johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1479

Full Name: Leslie Ball

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Plan is ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet does not prevent the application being considered. Already a number of houses for sale in Marske. Development would exacerbate problems related to car-borne commuting. Is in an area of flood risk and does not support the reclaiming and reusing of derelict land. Does not prioritise sites within the urban area that will enable the development of community facilities. Would not allow people to live closer to their place of work, shops and services. Plan does not safeguard and enhance Marske district centre and compromises the ability of Marske to maintain its own distinctive character. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land. Proposal will not protect and enhance Strategic gaps between Marske and New Marske. No linked plan to create access to jobs, healthcare and education in advance of or concurrent with this development. Proposal will create very limited employment opportunities for new residents. Marske is wrongly classified as being in the conurbation which does not reflect the make-up or needs of the area. High density housing in Marske is inappropriate.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage

systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The policy seeks to deliver strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The community facilities are expected to be of a neighbourhood scale to meet the day to day needs of the new development and therefore any impact upon Marske District Centre will be limited. Any proposal for retail development over 500m² on the site will be expected to be supported by a retail impact assessment in accordance with Policy ED1, to ensure that the proposals would not have a significant adverse impact upon Marske District Centre. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for

significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1471

Full Name: Kevin Wall

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1470

Full Name: J D Partlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1714

Full Name: Cass Castagnoli

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1427

Full Name: Lorraine Astbury

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The link provided on your website presents residents with an 'impenetrable' list of PDFs without the necessary text or links to make consultation easy or meaningful. Plan is ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet does not prevent the application being considered. Already a number of houses for sale in Marske. New development don't tend to reflect local distinctiveness. Development would exacerbate problems related to car-borne commuting. Is in an area of flood risk and does not support the reclaiming and reusing of derelict land. Does not prioritise sites within the urban area that will enable the development of community facilities. Would not allow people to live closer to their place of work, shops and services. Plan compromises the ability of Marske and East Cleveland to maintain its own distinctive character. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land. Proposal will not protect and enhance Strategic gaps between Marske and New Marske. No linked plan to create access to jobs, healthcare and education in advance of or concurrent with this development. Proposal will create very limited employment opportunities for new residents. Marske is wrongly classified as being in the conurbation which does not reflect the make-up or needs of the area. High density housing in Marske is inappropriate.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take

place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The policy seeks to deliver strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The community facilities are expected be of a neighbourhood scale to meet the day to day needs of the new development and therefore any impact upon Marske District Centre will be limited. Any proposal for retail development over 500m² on the site will be expected to be supported by a retail impact assessment in accordance with Policy ED1, to ensure that the proposals would not have a significant adverse impact upon Marske District Centre. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the

benefits of the development in helping to meet identified housing needs in a sustainable location. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP963

Full Name: David Hare

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1520

Full Name: Mr George King

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1721

Full Name: Mr Russell Moxham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1602

Full Name: Mrs L Flett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1601

Full Name: Mr A Flett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools

in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1750

Full Name: Mrs Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools

in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1712

Full Name: Mr McBurney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools

in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1439

Full Name: Mrs Sheila Argument

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan appears to offer safeguards against proposed housing developments threatening Marske, but does not prevent the application being considered. There are lots of properties for sale in the area and no need for more housing. New housing development will harm local distinctiveness. Impact of increased traffic and congestion. The proposals would make flooding in Marske worse. Greenfield sites should be prioritised over brownfield land. Proposals would not be located in conurbation area near to jobs and services, thus reducing the need to travel. The proposals will harm Marske district centre. The proposals would not create jobs. Construction jobs would be temporary and hotel/fast food/restaurant/petrol station jobs would be few and low wages. Plan would harm biodiversity and geodiversity. Proposals would damage the strategic gap. The local population is declining. The area has a weak housing market which would be made worse. The area has a high unemployment rate and the proposals would not address this. Marske should not be included in the conurbation. You state that 'Rural economic development in the Borough will focus particularly on the expansion of the tourism and outdoor leisure industry,.' You fail to make clear how this will quickly create new jobs for the people living in the new housing projected against the build rate. High density housing is inappropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre, enhancing its vitality and viability. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1421

Full Name: Mrs Ann Rigby

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Objections and concerns about site related to: Flooding Traffic Public Transport Education Economy

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand

for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP1832

Full Name: Mrs Phyllis Morris

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for more housing. Lots of houses for sale and the population is declining. Deletion of planned school will put extra pressure on existing schools and cause more traffic. There already congestion and the proposals will make this worse. Marske already suffers from flooding and the proposals would make this worse. Northumbrian Water admit they could not deal with more water coming from the site. Further development would ruin the character of the village.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1440

Full Name: Sheila Argument

Organisation: Marske & New Marske Branch Labour Party

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan appears to offer safeguards against proposed housing developments threatening Marske, but does not prevent the application being considered. There are lots of properties for sale in the area and no need for more housing. New housing development will harm local distinctiveness. Impact of increased traffic and congestion. The proposals would make flooding in Marske worse. Greenfield sites should be prioritised over brownfield land. Proposals would not be located in conurbation area near to jobs and services, thus reducing the need to travel. The proposals will harm Marske district centre. The proposals would not create jobs. Construction jobs would be temporary and hotel/fast food/restaurant/petrol station jobs would be few and low wages. Plan would harm biodiversity and geodiversity. Proposals would damage the strategic gap. The local population is declining. The area has a weak housing market which would be made worse. The area has a high unemployment rate and the proposals would not address this. Marske should not be included in the conurbation. You state that 'Rural economic development in the Borough will focus particularly on the expansion of the tourism and outdoor leisure industry,.' You fail to make clear how this will quickly create new jobs for the people living in the new housing projected against the build rate. High density housing is inappropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre, enhancing its vitality and viability. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP201

Full Name: mr peter wright

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

As a resident of Marske i am completely against this development,or any other for that matter,on greenfield sites. Your own DPL says there ample brownfield sites so why not use them. As they have had previous buildings there, they probably were not built on flood affected land, something that cannot be said of this proposed area. The only benefit that can be gleaned from this new housing plan is if I were to set up a flood reclamaiton company, perhaps it would be very profitable. There absoluteley no need for any more houses in our village. Go build them in Mr Dunnings back yard, he can have all the problems his council want to dump on us.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP234

Full Name: Joel Coombes

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like to object to the houses proposed in Marske! The increased traffic, increased flood risk and the fact that Marske will be turning into a town not a local village. Thousands of people are against this proposal, so please listen!

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP233

Full Name: Bridie Coombes

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like to object to the houses proposed in Marske! The increased traffic, increased flood risk and the fact that Marske will be turning into a town not a local village. Thousands of people are against this proposal, so please listen!

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

DLP232**Comment summary:****Officer response:****Full Name:** Mrs Josephine Wilson

I would fully support the content of all the local objections to this plan and would like to add a few more points. The majority of the people of Marske live here to be part of a small town/village community living on the edge of a unique coast and country setting. They do not want to be engulfed by a major building development. We all know that this plan would be the first of a succession of moves for further development to join Marske to Saltburn and to Redcar. This area of Cleveland is unique in its farmland, woodland and coastal areas all of which are vital to wildlife and the sustainability of our town as it is so therefore should remain and be maintained as an asset for local people and visitors to enjoy. As Cleveland's population is reducing by over 3% per year there is a question over whether further housing to this scale is required particularly in light of the comment made on Look North last week 'That the North's assets are being pillaged by groups in the south and other areas to meet their requirements' i.e. Pension Schemes. What do these people care about the local inhabitants of this far away place they have never heard of or are even aware of. It is also a belief that housing developments on this nature devalue existing properties. I have had discussions with many local businesses that may profit from a larger community. They also disagree with this proposed development. I would also add, my household has not received any data the proposes claim to have sent I therefore would like to lodge this objection to the proposed development South of Marske by the Sea.

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council.

Organisation:**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No

Marske Inn Farm Strategic Site

DLP231

Full Name: Mr J Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would fully support the content of all the local objections to this plan and would like to add a few more points. The majority of the people of Marske live here to be part of a small town/village community living on the edge of a unique coast and country setting. They do not want to be engulfed by a major building development. We all know that this plan would be the first of a succession of moves for further development to join Marske to Saltburn and to Redcar. This area of Cleveland is unique in its farmland, woodland and coastal areas all of which are vital to wildlife and the sustainability of our town as it is so therefore should remain and be maintained as an asset for local people and visitors to enjoy. As Cleveland's population is reducing by over 3% per year there is a question over whether further housing to this scale is required particularly in light of the comment made on Look North last week – That the North's assets are being pillaged by groups in the south and other areas to meet their requirements i.e. Pension Schemes. What do these people care about the local inhabitants of this far away place they have never heard of or are even aware of. It is also a belief that housing developments on this nature devalue existing properties. I have had discussions with many local businesses that may profit from a larger community. They also disagree with this proposed development. I would also add, my household has not received any data the proposes claim to have sent. I therefore would like to lodge this objection to the proposed development South of Marske by the Sea.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The open spaces between Marske and Saltburn, and Marske and Redcar will continue to be protected as a strategic gap and green wedge respectively under Policy N2. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP230

Full Name: Jennie Davis

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to object to the proposed development detailed in you Draft local plan. the proposed development at marske Ings farm and windy hill lane are very worrying indeed. I have two children and I worry greatly about the future of their education when you are not proposing to build any school/s. Where are all the children to go? the schools in Marske are already straining with full numbers of children. we have chosen to live in this village precisely because it is a village. I wanted my children to be able to walk to school both primary and secondary! With so many brownfield sites near our area I see no need to build on greenfield land. where will everyone work???? I see no plans for future job creation in his area. The flood risk such a development poses is also a great a worry, we need our greenfield sites they are small enough already! I urge you to reconsider, on behalf of my young family.

Officer response:

Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean

development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

DLP229**Full Name:** Mike Burns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I believe the DLP is flawed with regards to the housing plan for the area particularly the "creation" of a new community South of Marske. If the development is as you say a "new community" surely it requires to be separate from Marske not joined. The massive infrastructure and social problems this project is likely to create is comprehensible. You say that you wish "to improve the quality of life" in the borough how can this be by introducing unrequired stress and hardship of the people in Marske and the surrounding communities of Marske that use the area, either via travel issues through extended travel times to their chosen place of employment, reducing valuable family time, or social issues such as antisocial behaviour and insecurity for those residents that are intimidated by large/extended communities. This section of the Plan must not be allowed to happen and must be reviewed. A larger effort on behalf of the council be made to inform all of the Borough's communities aware of such huge changes to the Borough's policies as I expect that a good 90% of the residents do not know of the proposed changes.

Officer response:

The policy identifies the site as a strategic development site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The site will therefore contain a number of facilities which residents will require to meet most of their day to day needs. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Marske Inn Farm Strategic Site

DLP228

Full Name: Wendy Castling

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I have lived in Marske for 65 years and object strongly to the planning application for 1000 houses at Marske Inn Farm along with the proposed hotel, drive-thru and petrol station etc. We have suffered many problems due to the building of more and more houses over the years, not least when we became a dormitory town for ICI and British Steel, these include the increase in flooding which is occurring now in areas where we never experienced this previously and the amount of traffic on our roads. These and other problems will be increased a hundred-fold by the proposed building scheme. Why is the Council taking away our village status? Why do we need more houses when there are empty houses all over the village? Our young people are leaving the area because there is no work for them so who will occupy these houses? Marske has always suffered because of its position between Redcar and Saltburn. Any grants and improvements are always awarded to these two towns and Marske is overlooked. What does the Council do for us apart from removing our greenfield sites and linking us up with other towns? There must be many other areas in the Borough where the proposed building could take place without such a detrimental effect on people who have lived here all their lives.

Officer response:

The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any

alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage.

Marske Inn Farm Strategic Site

DLP227

Full Name: Richard Nightingale

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Why is another greenfield site being proposed for housing development? Have the council already extended development limits to include greenfield land around Marske? The population of the borough is in decline because there are no jobs. The DLP wants to promote "households with executive aspirations", but without a significant upturn in employment prospects in our region this is an unachievable aspiration. All talk of future jobs is in an aspirational context, with no firm plan and certainly no guarantee that any will be created. So they want to build houses in the hope that jobs will happen "somewhere, somehow". The council/developer have no option other than to use a Sustainable Urban Drainage System (SUDS), as Northumbrian Water (NW) have stated that no surface run-off water can be directed in to existing drains/culverts. The entire area is unsuitable for soil infiltration based SUDS due to the underlying geology, so this means the only solution is the on-site storage of water in huge tanks and then a controlled release, but to where? This is the same technique employed when the storage tanks were installed under The Stray. There have been several spill events this year and there has been a noticeable increase in frequency and duration. This has an associated effect on bathing water quality. Even NW is unable to design or verify the design of such systems to guarantee that the flood risk/run-off situation will not be worse in the future. Increased run-off water, in addition to the immediate areas, flooding will increase across large swathes of Marske, which is already highlighted to be at very high susceptibility to groundwater flooding by the British Geological Survey. The DLP refers to primary school capacity in both Marske and New Marske, and concedes that increased capacity will be required after 2018. The identified preferred option would be to build a new school on-site, but they appear to have ruled this out in favour of a financial contribution to education instead. Regarding secondary school capacity, information presented at the consultation event revealed that the council considers the catchment area to be borough wide. This might imply that future generations of Marske pupils may be expected to travel much further afield for secondary education.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The proposed change to development limits around Marske is being consulted on as part of the consultation on the Local Plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to

ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP278

Full Name: Mr J Wilkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We are writing to object to any further development at Marske. In the forty years we have lived here Marske has slowly grown because of re-development over this time. This has brought more traffic through the village in spite of the by-pass, any new developments will cause more congestion on roads in and out of Marske. Because of the recent flooding and the fact that the drains/culverts were unable to cope with the excess water, any further developments will only increase the problem of the flooding in the Marske area. Any further development around Marske is going to take away greenfield sites and we will lose the character of Marske as a village.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP202

Full Name: Heather Hodges

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Where was our invitation leaflet to attend a consultation in October? We back directly onto the proposed development site yet we did not know anything about this latest consultation. I feel extremely aggrieved that our house (and presumably those in the neighbourhood) were excluded. I can only assume that there was a hidden agenda here as we will be the most affected if the development goes ahead. Presumably the need for more money going to the council supersedes any feelings of residents. Extra traffic and resulting congestion in our village - but surely we will no longer be able to call it a village with the resulting urban sprawl. Our schools are, as I understand, already filled to almost capacity. Where are the incoming and future children supposed to go to school? And if they do go to our existing schools should these be extended the traffic around school times would be even worse than it is now. What is this about a hotel and drive through take-away? Do you really think that the inclusion of these makes the prospect any more palatable? The most important objection I have is the risk of flooding. Several houses on our road were flooded in September and were unable to get any compensation because the insurers knew that the houses were on a flood plain. The SUDS proposed will definitely not compensate for the potential amount of flooding, and will surely have a knock-on effect elsewhere in the area. But of course the developers do not care about what happens when they have left. Do you?

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be

required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP239

Full Name: Margaret Mowbray

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The site is too big and out of keeping with the village character. There is not enough parking. The site will increase traffic. There is no demand for this amount of housing. There is not the required infrastructure to support the development. The site will impact on landscape character. The development will increase flood risk.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP200

Full Name: Mrs L Flett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

We would like to register our disapproval of the proposed developments of residential and commercial properties over the two sites at Long Beck and Windy Hill Farm. We chose to live in Marske because of the small community spirit, the surrounding greenery and views which the village is known for, not a town. We have already witnessed the development of the landings joining us to Redcar, this has taken away some of the history, and we don't want to lose what is remaining of a small village. This development will spoil a small fishing village as well as the small community which Marske by the sea is known for. The infrastructure will not support the explosion in population. This development will cause major congestion and traffic upheaval whilst the proposed works are in progress and after work is completed. The roads can't accommodate the traffic, especially on the proposed Windy Hill Farm project. Parking outside your own property will be impossible and very frustrating to the current residences as well as spoiling the coastal views. The houses will be out of character for this historic community. This development will impact on the wider community as the areas house prices will decline and insurance policies will increase due to the building on flood plains. Marske by the sea was recently affected by flooding, especially the properties that back onto the railway line. This will continue to be a problem with a development on the site. Building on a flood plain does not make sense when there is no further place for the water to hold as stated by Northumbrian Water. We do not want to see business' in the village square being damaged because of the hotel and petrol station. They are not needed. As regards to a drive through national statistics demonstrate that the population of the North East has the highest percentages of obesity and chronic illness the provision of a drive through take away in this area will encourage the problem to be compounded. This will have major financial implications on the National Health Service such as GP services in these times of financial austerity and scrutiny of every penny spent on public services. Our aim is to keep our green fields surrounding us which makes us a unique village!!

Officer response:

Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 4, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the

probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The community facilities are expected to be of a neighbourhood scale to meet the day to day needs of the new development and therefore any impact upon Marske District Centre will be limited. Any proposal for retail development over 500m² on the site will be expected to be supported by a retail impact assessment in accordance with Policy ED1, to ensure that the proposals would not have a significant adverse impact upon Marske District Centre.

Marske Inn Farm Strategic Site

DLP199

Full Name: Mr A Flett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

We would like to register our disapproval of the proposed developments of residential and commercial properties over the two sites at Long Beck and Windy Hill Farm. We chose to live in Marske because of the small community spirit, the surrounding greenery and views which the village is known for, not a town. We have already witnessed the development of the landings joining us to Redcar, this has taken away some of the history, and we don't want to lose what is remaining of a small village. This development will spoil a small fishing village as well as the small community which Marske by the sea is known for. The infrastructure will not support the explosion in population. This development will cause major congestion and traffic upheaval whilst the proposed works are in progress and after work is completed. The roads can't accommodate the traffic, especially on the proposed Windy Hill Farm project. Parking outside your own property will be impossible and very frustrating to the current residences as well as spoiling the coastal views. The houses will be out of character for this historic community. This development will impact on the wider community as the areas house prices will decline and insurance policies will increase due to the building on flood plains. Marske by the sea was recently affected by flooding, especially the properties that back onto the railway line. This will continue to be a problem with a development on the site. Building on a flood plain does not make sense when there is no further place for the water to hold as stated by Northumbrian Water. We do not want to see business' in the village square being damaged because of the hotel and petrol station. They are not needed. As regards to a drive through national statistics demonstrate that the population of the North East has the highest percentages of obesity and chronic illness the provision of a drive through take away in this area will encourage the problem to be compounded. This will have major financial implications on the National Health Service such as GP services in these times of financial austerity and scrutiny of every penny spent on public services. Our aim is to keep our green fields surrounding us which makes us a unique village!!

Officer response:

Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 4, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the

probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The community facilities are expected to be of a neighbourhood scale to meet the day to day needs of the new development and therefore any impact upon Marske District Centre will be limited. Any proposal for retail development over 500m² on the site will be expected to be supported by a retail impact assessment in accordance with Policy ED1, to ensure that the proposals would not have a significant adverse impact upon Marske District Centre.

Marske Inn Farm Strategic Site

DLP197

Full Name: Mrs Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

The fields planned for house etc are standing in water, houses in Sherwood Drive and as far as Fell Briggs Drive are flooded every time we have heavy rain. The drains will not take the water now! No more houses , there are loads for sale in Marske as it is why do we need more? The plan is totally unsuitable for the area, we don't want houses pubs schools drive thru take away. Build a hotel or anything near Longbeck, first heavy rain it will be flooded and this is green belt. No change, forget the plan Marske not want it or need it. Would the people planning it want their houses flood, I don't think so, case of do as I say and not as I do. Typical Council they never listen. Very disappointed with Redcar & Cleveland Leader.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will

also be required as part of the development in accordance with Policy N3. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station.

Marske Inn Farm Strategic Site

DLP196

Full Name: Mr Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

The fields planned for house etc are standing in water, houses in Sherwood Drive and as far as Fell Briggs Drive are flooded every time we have heavy rain. The drains will not take the water now! No more houses, there are loads for sale in Marske as it is why do we need more? The plan is totally unsuitable for the area, we don't want houses pubs schools drive thru take away. Build a hotel or anything near Longbeck, first heavy rain it will be flooded and this is green belt. No change, forget the plan Marske not want it or need it. Would the people planning it want their houses flood I don't think so, case of do as I say and not as I do. Typical Council they never listen. Very disappointed with Redcar & Cleveland Leader.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals

would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will also be required as part of the development in accordance with Policy N3.

DLP194**Full Name:** Marian Skippon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

We do not need any more houses. We do not have the jobs or infrastructure to cope with this development. Why do planners always think change is for the better, this hasn't been the case as far as Redcar is concerned.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

DLP193**Full Name:** Stephen Durham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Leave Marske under the East Cleveland section not Redcar conurbation! Priority should be given to development on previously developed land. Leave Marske greenfield/farmland for the environment benefit. Our identity is being eroded for the benefit of southern land owners!

Officer response:

The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP190

Full Name: Mr McBurney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

It will lead to more flooding. My road already floods. More traffic. Loss of greenfield and wildlife. Road to New Marske impossible when flooded. No benefit to Marske residents at all. Marske will die. Where will these people work? Who will be able to afford these houses! New Marske will not benefit either.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or

viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP185

Full Name: Mr Keith Simpson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The proposed development is not in keeping with the village of Marske and will alter it out of all recognition. The proposal submitted is very different from that consulted on during 2012. There is no need for an additional licensed premise or petrol station. There is inadequate pedestrian access from the new development to the existing village amenities, a totally new crossing of the railway would be required. The proposals for making a footpath under the existing railway bridge on the A1085 by installing traffic light controlled alternating traffic are, frankly, ridiculous. Such a move would cause considerable delays. There are proposals included for higher rise properties on the northern side of the development. Such properties would unduly overlook the existing housing on Sherwood Drive.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage.

Marske Inn Farm Strategic Site

DLP226

Full Name: Rachel Nightingale

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Why is another greenfield site being proposed for housing development? Have the council already extended development limits to include greenfield land around Marske? The population of the borough is in decline because there are no jobs. The DLP wants to promote "households with executive aspirations", but without a significant upturn in employment prospects in our region this is an unachievable aspiration. All talk of future jobs is in an aspirational context, with no firm plan and certainly no guarantee that any will be created. So they want to build houses in the hope that jobs will happen "somewhere, somehow". The council/developer have no option other than to use a Sustainable Urban Drainage System (SUDS), as Northumbrian Water (NW) have stated that no surface run-off water can be directed in to existing drains/culverts. The entire area is unsuitable for soil infiltration based SUDS due to the underlying geology, so this means the only solution is the on-site storage of water in huge tanks and then a controlled release, but to where? This is the same technique employed when the storage tanks were installed under The Stray. There have been several spill events this year and there has been a noticeable increase in frequency and duration. This has an associated effect on bathing water quality. Even NW is unable to design or verify the design of such systems to guarantee that the flood risk/run-off situation will not be worse in the future. Increased run-off water, in addition to the immediate areas, flooding will increase across large swathes of Marske, which is already highlighted to be at very high susceptibility to groundwater flooding by the British Geological Survey. The DLP refers to primary school capacity in both Marske and New Marske, and concedes that increased capacity will be required after 2018. The identified preferred option would be to build a new school on-site, but they appear to have ruled this out in favour of a financial contribution to education instead. Regarding secondary school capacity, information presented at the consultation event revealed that the council considers the catchment area to be borough wide. This might imply that future generations of Marske pupils may be expected to travel much further afield for secondary education.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The proposed change to development limits around Marske is being consulted on as part of the consultation on the Local Plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to

ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP250

Full Name: Celia Howden

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We wish to object in the strongest possible way to the granting of planning permission to build hundreds of houses on two sites in Marske. Not only will such a development completely destroy the character of the village but it would have a significant effect on traffic, causing congestion on already busy roads. As well as many other of the reasons for objecting to the proposed development, of which we are sure you are well aware, the one that is of most concern to us is the increased risk of flooding in the area. If so many more houses were built it would put even more strain on a system that cannot cope at present, as clearly illustrated by the floods of Sept 6th this year. We are still recovering from the damage that was done to our home on that day. As you are no doubt aware by the number of objections that you have received the people of Marske are very much against this proposal and as our elected representatives we sincerely hope that you will take heed of the wishes of those who live in the village.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean

development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP430

Full Name: Margaret Mabbs

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I object vehemently to this Draft Local Plan it is outside local development limits. We at Marske don't want to be part of a conurbation of Redcar having lived all my life here at Marske it has a character of its own and we don't want that to change. Also I have neither seen nor heard of a consultation from the Council in the last seventy years that said we were to be part of a conurbation. Who do the Council think will possibly be able afford to live in four bedroomed houses when there is very little work now for people who need that sort of money to buy these houses or hadn't you noticed we don't have ICI and a thriving British Steel any longer. Perhaps you think workers at a petrol station on a minimum wage could afford executive housing. The DLP wants to promote "HOUSEHOLDS WITH EXECUTIVE ASPIRATIONS" Get real this is Marske. These evidenced based targets can be made to look correct but I am suggesting that Knights Franks are making Redcar and Borough Council dance to their tune. Don't you read your own stats there is a population decline here as many people move away to where there is better work prospects. There is a very weak housing market here, less houses are needed not more or is that too much common sense for Redcar Council to take in. We have still very much in our minds the flooding many people experienced here in Marske in September, still some homes are not back to normal even now. No matter what Northumbria Water or anyone else says Flooding will occur more frequently and houses that have been flooded will not be able to sell. No matter which water system these developers opt to use they would be gone when they have finished then who would be responsible the Council wouldn't want to know. How can a housing estate actually help biodiversity/geodiversity when it would be destroying our beautiful greenfields, perhaps you could actually email me with your answers on those two points alone. There are brownfield sites use them we just don't want to be left with just "green wedges" The idiotic idea that traffic lights at the Railway Bridge is crazy it would cause mayhem for the traffic flow through the High Street. When the builders had left with Half the infrastructure done would anyone care how it would be for the motorists buses lorries etc who use the High Street, certainly not the West Midland Police Fund nor Knight Franks I am certain. We don't want these houses nor do we need them and we will oppose this Draft local plan with every ounce of our being.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning

application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP265

Full Name: Glenn Brunskill

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We the undersigned strongly object to any proposed development in or around Marske and can see no good reason why this should go ahead. (1) Why sacrifice Green field sites when there are available BROWN FIELD SITES. (2) Present Housing Requirments due not justify the building of 1000 new houses in Marske. (3) Increased Risk of Flooding. (4) Increase in Traffic. (5) Education needs will be affected.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

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DLP263**Full Name:** Mrs Sarah Smulders**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I once again wish to forward my objection to the proposed development at Marske. I strongly disagree with how you wish the borough to evolve up to 2029.

Officer response:

Objection noted.

Marske Inn Farm Strategic Site

DLP262

Full Name: Mrs Bone

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Once again we wish to lodge our strong objections to the above proposed development at Marske. We feel there are many reasons why we are objecting to this proposal. The draft local plan states that there is ample brownfield available for development, so why sacrifice a greenfield site for a housing development, which is what you are proposing, when it is needed as arable land. The recent flooding, from which we were victims, shows existing drains are not adequate to cope with the housing we have at present, how can a proposed 1000 houses not make this situation worse? Marske has always had its own character, and we are slowly losing this to urbanisation. Traffic congestion will be another problem with the increased housing, Marske High Street already has a large amount of traffic and further congestion will only cause problems for the emergency services. Where is the increased capacity for education as our existing schools are already becoming full? We sincerely trust that these objections will be addressed.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to

complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP261		Comment summary:
Full Name:	Mr W Bone	Once again we wish to lodge our strong objections to the above proposed development at Marske. We feel there are many reasons why we are objecting to this proposal. The draft local plan states that there is ample brownfield available for development, so why sacrifice a greenfield site for a housing development, which is what you are proposing, when it is needed as arable land. The recent flooding, from which we were victims, shows existing drains are not adequate to cope with the housing we have at present, how can a proposed 1000 houses not make this situation worse? Marske has always had its own character, and we are slowly losing this to urbanisation. Traffic congestion will be another problem with the increased housing, Marske High Street already has a large amount of traffic and further congestion will only cause problems for the emergency services. Where is the increased capacity for education as our existing schools are already becoming full? We sincerely trust that these objections will be addressed.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	No	

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts

identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP260

Full Name: Margaret Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

More specifically I now wish to raise points and objections to the housing development proposed for Marske. - Why is this development being proposed on a greenfield site when there are many brownfield sites available. It would be much more beneficial to the Borough to offer a decent architect a challenge to create something beautiful out of wasteland. In this country, agricultural land is at a premium and should be preserved and sustained to prevent the need to import even more food at increased cost to the population. Aesthetically, there is a fundamental need to retain this land to prevent the whole area from becoming totally urbanised. Although this is an ethical point, I believe that it should be given much greater consideration. - The area proposed for this development is certainly flooded with increased regularity and for this reason alone would be totally unsuitable for housing. The use of SUDS is entirely unsuitable method of soil infiltration due to the underlying geology of the area and to store water on site is not an option because there is no means of release into the existing drains. Northumbria Water has stated that no surface run-off water can be directed in existing drains and culverts so where will this excess water actually go ? - The problem of groundwater flooding that already exists in large areas of Marske would also increase as a result of this development resulting in more damage to existing properties as well as the proposed new housing. This Council has witnessed these problems in other areas of the Borough where people have been made homeless and without home insurances. Is it happy to see this type of misery spread to other areas ? - As the Council well knows, Marske already has traffic problems, but the problems this new development will create has the potential to increase traffic to an unacceptable level. Traffic along the High Street and Longbeck Road will become overwhelmingly dangerous and massively unmanageable. Pedestrians and cyclists will step onto the streets in Marske at their peril and speed humps, pinch points and traffic lights will not resolve these issues. - Where are all the children going to be educated ? The Council is to take the money offered towards another school instead of building one where it is needed! The schools in Marske do not have the spaces to accommodate many more children and it would be grossly unfair to expect children to be ferried to anywhere in the Borough that may have spaces regardless of the travelling distance involved. This Borough has enough urbanisation of its countryside, villages and towns and needs more appropriate development to improve its manufacturing base and employment record. Houses do not make jobs! Go back to the drawing board councillors and come up with a plan that will work, a plan that the people of the Borough want and a plan that has ethical and moral standing. Pie in the sky ideas will no longer do.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access

and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP288

Full Name: mrs lesley johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

I wish to object to this land being used for housing .This is greenfield land and feel there is alternative brownfield sites in the area that could be used for housing. Marske cannot retain its distinctive character when houses are being built nearer to New Marske .There will be increased traffic through Marske and congestion at the railway bridge due to the narrow road ..There could be safety issues for children travelling to secondary school (Bydales) if they have to use this road as access. There is also the problem of flooding that occurred a few weeks ago .The impact of increased run off water could impact on houses in the Sherwood drive area and other areas of marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

DLP255**Full Name:** Wayne Brown**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Can you please provide me the list of existing local employers who have committed to creating the jobs in this area that would necessitate that level of housing increase in our area? Or the list of companies which are planning to move in to the area bringing jobs? As I see many for sale signs on houses all over the area, and current housing developments progressing very slowly, I do not see the housing demand and therefore see no need for this plan.

Officer response:

The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP237**Full Name:** Marise Easby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to take this opportunity to oppose the new builds of further houses, on green field sites, in Marske. I live on Redcar Road and the traffic is bad enough now, without further development.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP251

Full Name: Mr Brand

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We are responding to object to the houses campaign we came to Marske 25 years ago from Harrogate to live in a village away from all the hustle and bustle, the calm country side at the end of our street is very therapeutic. If you were to build a site all this will cause lots of traffic, more congestion in schools as we know from experience. My granddaughter could not get in to the local school but now has to travel to the Ings farm. There has also been whispers that you would be rehousing the people from other areas. We feel this could cause more trouble in the area if this was to be true. The people who live on Howard drive have had a beautiful scenic view and now all they are going to look at is a building site, which is going to cause lots of disruption, that brings me to the one lane on Marske High St. It is a long way from the emergency services to get to Marske anyway but to restrict them any more would be absolutely ridiculous. We strongly object to the whole project.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site is being provided to meet identified housing needs, predominantly arising from existing residents of the borough. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP238

Full Name: Barbara Sydney

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to object to the proposal in your draft local plan to develop land at Marske Inn Farm. I think it a very bad plan for various reasons I'd like us to maintain the distinctive character of Marske rather than it become part of a conurbation. I'd therefore like us to maintain the greenfield gap between Marske and N.Marske and Saltburn. The quality of our surroundings is important to us. I would anyway have doubts as to whether more housing is needed in the area, with population declining; continuing high unemployment etc Also concerns about drainage and possible flooding resulting from the plans. Please think again.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to

improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP249

Full Name: Ian Howden

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We wish to object in the strongest possible way to the granting of planning permission to build hundreds of houses on two sites in Marske. Not only will such a development completely destroy the character of the village but it would have a significant effect on traffic, causing congestion on already busy roads. As well as many other of the reasons for objecting to the proposed development, of which we are sure you are well aware, the one that is of most concern to us is the increased risk of flooding in the area. If so many more houses were built it would put even more strain on a system that cannot cope at present, as clearly illustrated by the floods of Sept 6th this year. We are still recovering from the damage that was done to our home on that day. As you are no doubt aware by the number of objections that you have received the people of Marske are very much against this proposal and as our elected representatives we sincerely hope that you will take heed of the wishes of those who live in the village.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean

development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP248

Full Name: Mr R J Ward

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I must register my protest against the proposed housing development for the area south of the railway at Marske . I do not know the ages of the Councillors making the final decision but I would imagine (given the timescale for the plan) that most of them would not be around to suffer the consequences if the building goes ahead . This plan would leave future generations of an unalterable legacy of flooding , innadequate infrastructure, insufficient drainage and sewage disposal , not enough schools, doctors and dentists . All this and for what ; a fist full of fools gold in exchange for the ruination of the village as we know it . Marske will be swallowed up in some great sprawling heartless concrete abomination with at it's center, I hope , will be a huge sign listing all the names of the councillors that inflicted this hideous monstrosity on this peacefull oasis of a village . A life - long Marske resident.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to

 complement the existing settlement.

DLP247**Full Name:** Shiela Williamson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I am writing to object to your latest draft local plan for Marske. You seem to think that there is a need for more houses when there is nothing to indicate this. There are plenty of houses for sale and no new businesses to suggest an influx of new workers. There are brownfield sites which would be more sustainable than using fields needed for growing crops, growing crops also lessens the possibility of flooding, a feature at present which occurs frequently anyway with heavy downpours.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location.

Marske Inn Farm Strategic Site

DLP246

Full Name: John Gibson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to the proposed development in Marske for the many reasons but mainly for Greenfield Versus Brownfield Sites, Development Limits, Identity and Strategic Gap The DLP states that there is a good supply of brownfield land. Why is another greenfield site being proposed for housing development? Loss of highly productive arable land in times of escalating food prices. Have the council already extended development limits to include greenfield land around Marske? If so, how was this passed without extensive consultation with residents? How / when did Marske become classed as part of the 'conurbation'? The DLP states that 'Marske has always maintained its own distinctive character'. It is clear that Marske is one of the many coastal / rural villages that characterise East Cleveland. Why is the plan intent on destroying this character? The DLP also claims that 'a deep planting buffer towards the A174 reinforces the strategic gap to New Marske'. Surely the best form of strategic gap is one that isn't reduced to just a few hundred yards, as the council has already allowed to happen between Marske and Redcar. How can Marske and East Cleveland in general maintain its own distinctive character when the council is intent on absorbing it in to their vast urban sprawl?

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan.

DLP245

Full Name: Sue Gibson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to the proposed development in Marske for the many reasons but mainly for Greenfield Versus Brownfield Sites, Development Limits, Identity and Strategic Gap The DLP states that there is a good supply of brownfield land. Why is another greenfield site being proposed for housing development? Loss of highly productive arable land in times of escalating food prices. Have the council already extended development limits to include greenfield land around Marske? If so, how was this passed without extensive consultation with residents? How / when did Marske become classed as part of the 'conurbation'? The DLP states that 'Marske has always maintained its own distinctive character. It is clear that Marske is one of the many coastal / rural villages that characterise East Cleveland. Why is the plan intent on destroying this character? The DLP also claims that a deep planting buffer towards the A174 reinforces the strategic gap to New Marske. Surely the best form of strategic gap is one that isn't reduced to just a few hundred yards, as the council has already allowed to happen between Marske and Redcar. How can Marske and East Cleveland in general maintain its own distinctive character when the council is intent on absorbing it in to their vast urban sprawl?

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan.

Marske Inn Farm Strategic Site

DLP244

Full Name: Andrea Henderson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan would exacerbate existing problems. Traffic congestion is already bad, with only a single carriageway through to East Cleveland. It is presumed that public transport and sustainable transport such as cycling would be improved, however there is an increasing dependence on the car and therefore congestion will be increased. There are already existing flooding problems in Marske, which would be made worse by the development. Northumbrian Water have indicated that additional water could not be discharged into the existing system and that storage tanks would be required. Not convinced by the effectiveness of storage tanks. There are no proposals to improve existing services, therefore existing services will be put at risk. There is high unemployment in the area and local industries are declining. There needs to be sustainable employment before new houses. Brownfield sites should be developed before greenfield sites. There is no need for this level of housing in Marske.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling

industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP241

Full Name: Sandra Stairmand

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

There are a number of houses for sale in the Marske area. Marske is in an area of flood risk. The development does not reclaim and reuse derelict land. Development in this location would not allow people to live closer to their place of work, shops and services. It is likely to add to the congestion. The distinctive character of Marske would be compromised. Need jobs to attract the economically active to live in the Borough.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. buy these new houses. New jobs should be created first before houses are built. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP240

Full Name: John Stairmand

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We should like to register our objection to the Council's Draft Local Plan. Our grounds for objection are listed below. - Housing: You state that 'There are areas in the Borough with high demand for housing supporting high price range properties. These contrast with areas of virtual market collapse, poor conditions and dereliction. Significant parts of the local market are characterised by obsolete and outdated housing, originally built to provide homes to support an industrial infrastructure that no longer exists. Much of the stock fails to meet the Government's decency standard, and does not meet people's aspirations'. Clearly none of this applies to Marske. On RightMove alone recently there were 533 houses for sale within a one mile radius of TS11. - Policy CS1. Securing a Better Quality of Life. 3.2. You highlight these two points. 'Controlling development in areas at risk of flooding'. Marske is clearly in an area of flood risk. Please refer to the British Geological Survey Groundwater Flood Risk Susceptibility Map for the area. 'Reclaiming and reusing derelict land'. This development does not meet these conditions. - You state 'Greenfield land may need to be released over the plan period in and around the urban areas to meet the housing requirements.' It is not clear how this condition is met here. You also state 'More new housing in the urban area would mean people have the potential to live closer to their place of work, shops and services. This would mean a reduced need to travel long distances, stabilising traffic levels and congestion in the Borough'. Clearly this condition is not met here and it is likely to add to the congestion you refer to in the section on Transport. - You state 'Marske has always maintained its own distinctive character'. This would be completely compromised by your Housing Plan, not just to the detriment of Marske, but to the detriment of the whole of East Cleveland. - You state that 'Attracting the economically active to live in the Borough will have helped to reverse the trend of population decline and contributed to establishing an adaptable and more diverse well-skilled work force'. This only applies if the 'economically active' have jobs to go to. We should be grateful if you would record this objection.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. It is an inevitable consequence of development that the proposals will result in additional traffic. However, the Council has sought to minimise this by locating sites in the most sustainable locations with good access to public transport and close to services and facilities to minimise the need to travel and the distance travelled. It is considered that the site is located in a sustainable location adjacent to two railway

stations on the Saltburn to Darlington line and in relative close proximity to a range shops, services and community facilities. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP242

Full Name: Mr Paul Moore

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the proposed development of Marske Inn Farm site, is a folly to build homes with out the structure to support growth such as School and Doctors, also where are the jobs to support the growth more housing brings? Should we be building on valuable Farming green sites? I do not think the Council has taken into consideration the wishes of the local people of Marske who see they Village Being swallowed up by Development which seem to be driven by profit alone.

Officer response:

The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP252

Full Name: Mrs Brand

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We are responding to object to the houses campaign we came to marske 25 years ago from Harrogate to live in a village away from all the hustle and bustle,the calm country side at the end of our street is very thereputic. If you were to build a site all this will cause lots of traffic,more conjection in schools as we no from experience.My granddaughter could not get in to the local school but now has to travel to the lngs farm.There has also been whispers that you would be re housing the people from other areas.We feel this could cause more trouble in the area if this was to be true.The people who live on Howard drive have had a beautiful senic view and now all they are going to look at is a building site,which is going to cause lots of disruption,that brings me to the one lane on marske high st.It is a long way from the emergency services to get to marske anyway but to restrict them any more would be absolutely ridiculous.We strongly object to the whole project.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site is being provided to meet identified housing needs, predominantly arising from existing residents of the borough. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP76

Full Name: David Legg

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Strongly object to the proposals for the development of 1000 houses / hotel / drive through food outlet & pub all of which is not necessary and surely against the wishes of Marske village residents. It is obvious that the root reason for the development is monetary gain and not the need for housing requirements (which I am sure is not affordable housing). As I have been involved in construction and engineering projects over many years I cannot understand that residents have not been notified as to the detrimental effects of this considerable construction project - most importantly what work is to be done to ensure adequate drainage for the whole area involved as this could have dire consequences to my home and many more homes on the adjoining estate north of the railway track. The people who are promoting this development within Redcar and Cleveland Borough Council should be ashamed as they are not truly representing or taking note of the feelings and concerns of local people.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP277

Full Name: Mrs Margaret Hargreaves

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The planned development at Marske would exacerbate traffic problems related to car-borne committing. There will be an unacceptable increase in traffic particularly along Marske High Street and Longbeck Road with significant increase in congestion at the railway bridge, possibly leading to delay for emergency vehicles. There will be increased flood risk, no surface water run-off can be directed into the existing drainage system and soil type is not suitable for soil infiltration based SUDS. If the solution to this is to store water in on-site tanks with a controlled release, where will it be released to? Has been issues with this technique at the Stray. There are other objections in relation to greenfield versus brownfield sites, development limits, identity and education.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow

the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP117

Full Name: Mrs Queda Hutton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

As a resident of Marske, I feel it totally unnecessary to build 1000 new houses, hotel etc on greenbelt land. At the present time there are over 500 houses for sale in the TS11 postcode area - there are no jobs available in the area. Development of this size will create enormous pressure on the infrastructure and depress the area. The risk of flooding will be greatly increased because of the development. The council should rethink their ideas.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will also be required as part of the development in accordance with Policy N3. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all

forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP116

Full Name: Mr Paul Henderson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to object to the proposed development plans at Marske. A development of this size and type is completely out of context with present day Marske, which would destroy the community and fabric as it stands. The village has limited parking space and no land to develop for this purpose. Flooding has always been a problem, whether it be in the town centre or at Longbeck crossing, as was highlighted in September. An influx of numbers would put pressure on doctors surgeries and schools, increasing the numbers in each class. The Marske bypass is already a busy throughroute throughout the day, a development like this would add to congestion, not only to this road but within Marske centre and would certainly increase levels of concern regarding safety. The infrastructures are not in place to support this development. You are in danger of losing a villages individual identity by creating an urban sprawl.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including car parking to meet needs arising from the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore,

the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

DLP95**Full Name:** J Holland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Being born and bred in Marske (now 73), I feel very strongly about your plans. What bit of green space we have left, you are taking. I have recently been the victim of the fields flooding which affected me very much. People are dubious about buying our houses because of the trains but eventually over look it for the view, take that away and we have no chance. There must be 1,000 houses for sale now so what chance of selling 1,000 more. Probably in prep for the refugees next year and feel very strong about this. No longer the village I loved.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP93

Full Name: A G Galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Flood Risk Area. Reduction in my property value. Extra traffic. Medical facilities unable to accommodate extra people. Who needs a 60 bed hotel. Loss of environment. Leave Marske alone!!!

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP87

Full Name: Ann Sidgwick

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a Marske by the Sea resident I am really concerned about the increased risk of flooding in the village if the new developments go ahead. I understand that it's proposed to build an underground holding chamber that will gradually release the water if there is a downpour. There is no guarantee that it will be able to cope. There were underground storage tanks at St. Josephs Court Redcar and look what happened there.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP86

Full Name: Tim Argument

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to you as a Marske resident and Labour Party Member to ask you to withdraw your plans to destroy the character of our Village and make life there intolerable for the residents of Marske and New Marske. The picture I have attached shows the impact of the recent floods on our area. Would you like to wake up to that? That is just one of the issues your ill-concieved plans will cause. Please follow Middlesbrough's example and have the courage and humilty to reconsider.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP79

Full Name: Derek Read

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to express my concern at the proposals to build on the farmland around Marske. Amongst other things, the loss of this farmland would result in increased incidence of flooding. Residents of Marske experienced this in September . I have attached photographs of a friend's house on Hawkins Close - an area very near one of the sites earmarked for building at Howard Drive. It would also put extra pressure on a sewerage system that is struggling to cope with the existing population's use. The roads in Marske are already very busy and often suffer congestion. Increased pressure on them would undoubtedly increase the potential for road traffic accidents.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. It is an inevitable consequence of development that the proposals will result in additional traffic. However, the Council has sought to minimise this by locating sites in the most sustainable locations with good access to public transport and close to services and facilities to minimise the need to travel and the distance travelled. It is considered that the site is located in a sustainable location adjacent to two railway stations on the Saltburn to Darlington line and in relative close proximity to a range shops, services and community facilities. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

DLP119**Full Name:** Gillian Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is no demand for this amount of housing. The site is outside development limits. Brownfield sites should be selected first. The site is too big and out of keeping with the existing character of Marske. The plan should recognise current economic restraints. It should focus on existing communities and strengths and should engage individual local communities to meet their specific needs.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP77

Full Name: Gillian Legg

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Strongly object to the proposals for the development of 1000 houses / hotel / drive through food outlet & pub all of which is not necessary and surely against the wishes of Marske village residents. It is obvious that the root reason for the development is monetary gain and not the need for housing requirements (which I am sure is not affordable housing). As I have been involved in construction and engineering projects over many years I cannot understand that residents have not been notified as to the detrimental effects of this considerable construction project - most importantly what work is to be done to ensure adequate drainage for the whole area involved as this could have dire consequences to my home and many more homes on the adjoining estate north of the railway track. The people who are promoting this development within Redcar and Cleveland Borough Council should be ashamed as they are not truly representing or taking note of the feelings and concerns of local people.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week

consultation on the Publication draft of the Local Plan. Notification will be send to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Marske Inn Farm Strategic Site

DLP123

Full Name: Richard Green

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Please note that I wish to register my objection to the Redcar and Cleveland plan, building a new housing estate etc at Marske turning virgin greenfield land into a ugly concrete urban sprawl for ever. This is wanton destruction and also unnecessary. I also object to exposing our citizens to the risk of flooding and vastly increased traffic, this will put pedestrians, cyclists and people pursuing other leisure pursuits in direct conflict and danger from motorists who seem to dominate our society these days, thanks to short sighted and unsustainable planning like this.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development

and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP43

Full Name: Mr Thomas Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Leave farmland as it is. I do not believe there is a need to build on this land which is likely to create problems with increased traffic and carbon emissions. The area has a propensity to flood and this can only be increased by more hard surfacing of the land and the councils ability to get to grips with existing flooding leaves a lot to be desired. I am also concerned with the loss of food producing land as well as the visual impact of the proposal. The plan also states the population is declining, which I consider a desirable state of affairs, but which suggests we should reduce the amount of housing not increase it.

Officer response:

The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding,

and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP41

Full Name: John Edwards

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the proposed development. The proposals are significantly different to those that were consulted on in 2012 and the additional proposals (60 bed motel and fast food drive-through restaurant etc) would be of no benefit to Marske residents. Concerns over the potential increase in already established flood risk. Not confident that Northumbrian Water's proposals will address the issue due to recent flooding at Mersey Road area of Redcar. If the development goes ahead there should be stricter strategies to deal with flood risk. Concerns over school provision. Believe that the Council has opted for a financial contribution rather than a new school. Not clear where this money will be spent. The proposals would require greatly improved infrastructure. Also development should not be supported between Marske and Saltburn as it would destroy the identity of both settlements.

Officer response:

The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP18**Full Name:** A Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No

Comment summary:

The largest single proposal is based on Marske which is outside the boundaries of the agreed development zone. It is totally inappropriate to the needs of the Marske community specifically and the Borough in general.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP12

Full Name: mr david galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

There is no need for a hotel in Marske. The proposals would result in extra traffic. Concerns over flooding. There is no need for more housing in Marske. Local people don't want this development.

Officer response:

The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the

drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

DLP8**Full Name:** Mr P Finlinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No

Comment summary:

Objects to the proposed housing allocation. The local residents do not want to see 1,000 new houses built on their doorstep. The existing services do not cope at present and new building will make this situation worse. The plan should be subject to a borough wide referendum before being adopted.

Officer response:

The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP7**Full Name:** Peter Harker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to the proposed allocation. The proposals would be of minimum benefit to the local economy. The roads are already at capacity and there is a lack of schooling and doctors. A further pub, hotel and petrol filling station are not needed. There are ample inner city sites available in Redcar for major development for lower cost homes which are needed. Development here would damage views of the Errington Woods.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

DLP5**Full Name:** Eric Foster**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would not like to see the site developed as this would be of no benefit to local people.

Officer response:

The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP2

Full Name: Mr Albert Porritt

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The developments around Marske are outside the development limits. We do not want this plan pushed through by it being included in the Draft Local Plan. I read that it states local people support the plan. I have not found anyone speaking in support of it who lives here in Marske. People do not want to see the VILLAGE becoming more sprawled. There are already issues with drainage due to land being built upon and probably due also to climate change which is not going to get any better anytime soon. I strongly object to the way this is being pushed through regardless of peoples opinions.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flood paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP1540

Full Name: J Fawcett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP78

Full Name: Liz Read

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to express my concern at the proposals to build on the farmland around Marske. Amongst other things, the loss of this farmland would result in increased incidence of flooding. Residents of Marske experienced this in September . I have attached photographs of a friend's house on Hawkins Close - an area very near one of the sites earmarked for building at Howard Drive. It would also put extra pressure on a sewerage system that is struggling to cope with the existing population's use. The roads in Marske are already very busy and often suffer congestion. Increased pressure on them would undoubtedly increase the potential for road traffic accidents.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. It is an inevitable consequence of development that the proposals will result in additional traffic. However, the Council has sought to minimise this by locating sites in the most sustainable locations with good access to public transport and close to services and facilities to minimise the need to travel and the distance travelled. It is considered that the site is located in a sustainable location adjacent to two railway stations on the Saltburn to Darlington line and in relative close proximity to a range shops, services and community facilities. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP411

Full Name: Mrs Maureen Ann Graham

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to protest, in the strongest possible terms, at the proposed housing development to the south of Marske by the Sea for a number of reasons, many of which I am quite sure you are already aware. a) drainage - NWA will not improve the drainage should this development go ahead. This would cause extremely serious problems for existing homes. b) schooling - Marske schools, especially primary schools are already full. Where would you expect to place future children caused by this expansion. c) greenfield v brownfield - there must be far more and better sites for development in the area. Leave the greenfield sites well alone. d) population - if anything, the population seems to be shrinking. Where would the new inhabitants come from. I see no reason for this expansion. e) congestion - only some over-paid, under-worked, brain-dead council planner could think having one-way traffic lights at the railway bridge, close to this possible development. It would bring absolute chaos to an already busy thoroughfare. I am quite certain there are other points against this proposed project, but I would respectfully request you give the above your consideration.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has

prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP279

Full Name: Mrs Wilkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

We are writing to object to any further development at Marske. In the forty years we have lived here Marske has slowly grown because of re-development over this time. This has brought more traffic through the village in spite of the by-pass, any new developments will cause more congestion on roads in and out of Marske. Because of the recent flooding and the fact that the drains/culverts were unable to cope with the excess water, any further developments will only increase the problem of the flooding in the Marske area. Any further development around Marske is going to take away greenfield sites and we will lose the character of Marske as a village.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP169

Full Name: MRS c ainsley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Marske is clearly in an area of flood risk. Please refer to the British Geological Survey Groundwater Flood Risk Susceptibility Map for the area. 'Reclaiming and reusing derelict land'. This development does not meet these conditions. Marske has always maintained its own distinctive character. This would be completely compromised by your Housing Plan, not just to the detriment of Marske, but to the detriment of the whole of East Cleveland. Schools and Doctors services are not adequate to cope with an influx of people to the extent you intent. Parking is at a premium now and will be made impossible by this amount of extra cars/traffic. The crossroads of Longbeck/Redcar Road/Churchill Drive is already an accident waiting to happen, extra traffic on the scale anticipated at this congested crossroads is unthinkable. The only winners I can see are the builders and the council. Time to listen to the people of Marske and halt this plan before any of our money is wasted on it.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a

Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP155

Full Name: David Hodges

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Re the plans for new housing in Marske by the West Midlands Pension Fund, we in Marske do not want a urban sprawl built on a flood plain. The scale of the plan is mind blowing. Where did the 1,000 houses, 8 bay petrol station. take-away drive thru. pub/restaurant and 60 bed hotel come from? The land in question is outside development limits and also a greenfield site. As a resident of Marske this development will adversely affect my quality of life in many ways ie: the environment, traffic and safety and health care (strain on GP services). The size of this village will increase by 30%. Do you intend to concrete over most of East Cleveland? I would like to think just for a change you will listen to what people want, and scrap this plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate

some greenfield sites in order to meet identified housing needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP152

Full Name: Dennis Russell

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The site is too big and out of keeping with the village character. There is not enough parking. There is no demand for this amount of housing. There is not the required infrastructure to support the development. The site will impact on landscape character. The development will increase flood risk. The road network will not be able to cope with the increase in traffic. The development will lead to a loss of privacy. Brownfield sites should be selected first.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. (of traffic) This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These

maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

DLP151		Comment summary:
Full Name:	Pauline Russell	The site is too big and out of keeping with the village character. There is not enough parking. There is no demand for this amount of housing. There is not the required infrastructure to support the development. The site will impact on landscape character. The development will increase flood risk. The road network will not be able to cope with the increase in traffic. The development will lead to a loss of privacy. Brownfield sites should be selected first.
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	No	

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP149**Full Name:** Mr Paul Booth**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

This site should not be considered for development. The draft plan prematurely allocates this as housing land, prejudicing in favour of the current planning application, whilst ignoring the wishes and concerns of current residents. The adequacy of utilities supply has not been shown. The sewerage provision is already inadequate for the area, and there is no surface water drainage provision. It states that the A174 is a "defensible settlement boundary". One might have thought the same about the railway line. The population figures used to justify this are questionable. Already there is a screening application for 200 more green field houses at Windy Hill farm. There are many large new green field estates in surrounding towns. Huge numbers of objections have already been lodged against this planning application: these point out the reasons why this is ill conceived.

Officer response:

The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. It has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the area to the south of Marske was considered by the Council to present the most sustainable and acceptable option due to its location close to public transport facilities and other services and because it is less constrained by environmental and planning policy considerations. Within this broad area, the Marske Inn Farm site is considered to be the most sustainable, accessible and developable site option.

Marske Inn Farm Strategic Site

DLP146

Full Name: Mr Timothy Argument

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Practically every other objection I have registered so far comes back to this, relates to the way that the Draft Plan is so flawed as to make this possible, or so ignored as to permit it. This development increases the existing risk of surface water flooding, is out of character with its surroundings and destroys green belt. It is based on a flawed economic premise - 'build houses and the jobs will come'. It is not supported by adequate infrastructure. The rail links are 'in decline' - there are no concrete plans to arrest this. The Council appear to think that only Redcar has traffic congestion and has no plans for dealing with the movement of 3,000 extra cars in and out of Teesside. Parking in Marske will be choked as will access via traffic lights or level crossing in and out of the village. Provision of extra primary school places in unclear and non existent for secondary. There is no extra GP provision planned. The plans include a 60 bed hotel, restaurant, drive through fast food outlet and eight lane petrol station. These are not required, out of character and threaten existing businesses. The ground in question is in an elevated position above the village, and yet the skyline will be impacted by 4 storey buildings completely overpowering the aesthetic character of our rural community.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 4, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will also be required as part of the

development in accordance with Policy N3. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage.

Marske Inn Farm Strategic Site

DLP164

Full Name: Richard Green

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Please note that I wish to register my objection to the Redcar and Cleveland plan to, build a vast new housing estate at Marske on a greenfield site turning the village of Marske into a huge housing estate. This is wanton destruction and is a completely unsustainable practice. I also object to exposing our citizens to the risk of flooding and vastly increased traffic which will put pedestrians, cyclists and people walking or pursuing leisure pursuits into direct conflict and danger with motorists who seem to dominate our society these days thanks to short sighted and unsustainable planning like this is. If there is a need then please redevelop elsewhere on brownfield or redeveloped sites illustrating the future with some smart thinking and design rather than taking the easy way of using the bulldozer to destroy Englands fields of green one by one.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the

requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP118**Full Name:** Ashley Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is no demand for this amount of housing. The site is outside development limits. Brownfield sites should be selected first. The site is too big and out of keeping with the existing character of Marske. The plan should recognise current economic restraints. It should focus on existing communities and strengths and should engage individual local communities to meet their specific needs.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP418

Full Name: Mr James Cooper

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I have already sent my objections to the portion of the plan ,which contains the policy to develop land at Marske In farm. This email is to confirm two things (1) that my objection is still viable(2) if not then to make this objection my prime objection. The reason for my objections are based on the facts: 1 we do not need more housing at Marske 2 we do not need more housing on the Marske bypass(a bypass is to take traffic away from homes, something the council ignores) 3 there are flooding problems 4 health service issue 5 schooling issues 6 traffic issues and many more reason to reject this proposal. It is stupid. Your policy is one of gaining more money from rates, creating a joined up community in redcar/marske and ignoring the local community. I reject this proposal out right.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and

facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP414

Full Name: Mr Ian Francis

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to this development site for the following reasons: There is no need for more housing; traffic and congestion; flooding issues; impact on infrastructure; brownfield sites should be used first; there is not enough jobs to support this level of housing; impact on village character; and impact on strategic gap.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean

development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity.

Marske Inn Farm Strategic Site

DLP267

Full Name: Mrs G Dick

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a resident of Marske, this development will adversely affect my and my family's quality of life in many ways; the environment, education, traffic & safety and healthcare. See below. I wish to very strongly object to the proposed development in Marske. I have family who own a property in Cat Flatt Lane Marske and are the moment living in a holiday cottage in another part of the borough, as they have been flooded out of their home along with the rest of the residents of Cat Flatt Lane and some of Cleveland View in Marske and are not expected to be back in their home before February 2014. This building work of new houses which is proposing on the land at Windy Hill Farm, has drainage problems before it is even started. Water stands on this land which can be clearly seen from the bypass when it has been raining, so how do the rest of Marske deal with this when they are flooded again, because Northumberland Water are not prepared to let the building people use the drains which are not suitable for more household waste etc. The local schools will be bursting at the seams, New Marske Primary, which was amalgamated from two schools the infant and junior school in 2000 with the loss of many school places. Also Errington School was also amalgamated and the land is up for sale at this moment again the loss of many school places, so where will the children go? Bydales, a fine school, but again has been built with the loss of places, did the council co-ordinate with their own Education Department when this was happening. I do know that the Education department looks many years ahead do you not speak to each other. The traffic on the High Street will be a major headache, as some sort of pathway will have to be made to come under the railway bridge as at the present moment there isn't a footpath, so imagine the first child to be run over and the heartache and of course the Council will be to blame. Longbeck Lane junction into Marske will have to be sorted, it is bad enough now, so what will it be like at between 08.00 and 08.45, when everybody is trying to get their kids to school. I have lived in Marske for 45 years and we have been very happy here, but quite honestly I feel so disgusted with what is happening to a lovely village, all because Redcar & Cleveland Council are so inept and unable to balance the books. We do not need more houses in Marske by the Sea, there are many houses for sale and please tell me who will buy the new ones.

Officer response:

The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need

to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP410

Full Name: Mr John Graham

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to protest, in the strongest possible terms, at the proposed housing development to the south of Marske by the Sea for a number of reasons, many of which I am quite sure you are already aware. a) drainage - NWA will not improve the drainage should this development go ahead. This would cause extremely serious problems for existing homes. b) schooling - Marske schools, especially primary schools are already full. Where would you expect to place future children caused by this expansion. c) greenfield v brownfield - there must be far more and better sites for development in the area. Leave the greenfield sites well alone. d) population - if anything, the population seems to be shrinking. Where would the new inhabitants come from. I see no reason for this expansion. e) congestion - only some over-paid, under-worked, brain-dead council planner could think having one-way traffic lights at the railway bridge, close to this possible development. It would bring absolute chaos to an already busy thoroughfare. I am quite certain there are other points against this proposed project, but I would respectfully request you give the above your consideration.

Officer response:

A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP377

Full Name: Mr J Else

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

The Draft Local Plan shows a policy to develop land at Marske Inn Farm for houses which is seriously flawed. One wonders why when there is a good number of brownfield sites available these are not being used? A housing estate on the land at Marske Inn Farm would further destroy the agricultural aspect of the area and replace it with urban sprawl. As the population of the area is declining and there seems to be little prospect of an upturn in employment anywhere near where is the demand for more housing coming from? Northumbrian Water have said that no surface run off water can be directed into the existing drains and a large area of Marske is recognised as being very susceptible to ground water flooding. What plans have the Council to deal with this? The idea to make Marske High Street on way traffic at the railway bridge shows how little members know of the traffic using the road. An exit from the proposed estate in Longbeck Road would also cause unacceptable increase in traffic flow and congestion at the junction with Redcar Road and Churchill Drive. This Draft Plan shows a threat to Marske, its identity, safety and well being, and should be withdrawn immediately.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater

flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP236

Full Name: D J Sewell

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

TEN GOOD REASONS NO ONE IN MARSKE WANT THIS URBAN SPRAWL. 1) it is a flood plain 2) a waste of good farm land. 3) Will not create employment in our village. 4) Will destroy our community. 5) Traffic will be horrific, already nothing is done to help people living on the Churchill estate who wish to cross Redcar Road. 6) Schools will be too small - CAN THIS BANKRUPT COUNCIL AFFORD TO BUILD NEW ONES! 7) Doctor surgeries are already full to capacity. 8) The consultation by great western were a complete lip service to the public of Marske many hope that it is not another Pullson Wilson affair and perhaps the audit commission should be involved? just a thought. 9) we have a mayor who says yes and no. 10) People in Marske and Redcar renting out their house because they do not sell. COMMENT: IF THIS ORCHESTRATED FAIT ACCOMPLI PLAN GOES THROUGH IT WILL BE A GREAT BLOW TO DEMOCRACY AND THE PEOPLE OF MARSKE. WE ARE ALL DISGUSTED AT THE LACK OF STRAIGHT ANSWERS FROM THE WESTERN PENSION FUND AND THE DEVIIOUS WAY THEY HAVE GONE ABOUT THINGS INC. THE COUNCIL. IT STINKS. Disgusted.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land will be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The plan would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and

creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP271

Full Name: Mr S Mitchell

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Marske Inn Farm (H3.01) - The proposal to develop this site for housing is disgraceful. It would, at a stroke, totally transform the town of Marske in a way which would be extremely damaging. Part of the area is subject to flooding and the surrounding road systems would not be able to cope with the huge increase in local traffic without major modifications for which there would inevitably be no money and in themselves would create further problems.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the

requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP137

Full Name: Mrs Queda Hutton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

There are already several hundred houses for sale in the area - why do we need more? There are no jobs in the area to support this level of housing. The project will totally destroy the character of the village. The infrastructure cannot support this level of development. The roads will not be able to cope with the increased amount of traffic, which will lead to an increased level of gridlock, frustration and accidents. Brownfield sites should be used before greenfield sites. The area is already subject to repeated flooding and this level of development will inly make things worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British

Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP135

Full Name: Mr. Russell Hutton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

As a resident of Marske-by-the-Sea, I wish to register objections to this section. 1. This site is currently outside the existing development limits for Marske-by-the-Sea and too close to a Scheduled Ancient Monument. 2. The area is subject to flooding; n.b. the recent events on Friday 6th September 2013. 3. The in/egress to the proposed development is likely to create traffic congestion in/out of the Village Centre. 4. The lack of dedicated Educational provision will create stress on the existing infrastructure both on additional pupil intake and commuting thereto. 5. Lack of comprehensive consultation of the existing residents of Marske-by-the-Sea. 6. Any further development on the farmland peripherals of the Village will denigrate the green-space surrounding same. Existing residents have no wish to become part of the greater conurbation of Redcar &/or New Marske. I would suggest that a survey of the number of existing vacant for sale/for rent properties within the environs of Marske-by-the-Sea be undertaken with respect to the employment opportunities available in the immediate or easily commutable area. There appears to be no specific identifiable need for this amount of accommodation other than a Central Government directive and/or a prospective, substantial, financial reward for developers.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The policy will be amended to include more information on the archaeological requirements, including the need to undertake a prior evaluation of archaeological remains on the site. Reference has been made in the policy with regard to the need to agree a package of measures to conserve and enhance the appreciation and understanding of the scheduled monument. The Council will work closely with English Heritage to ensure that the impact of the development upon the scheduled monument would be acceptable and that its future is secured. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road

network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP134

Full Name: Mrs Ann Rigby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

There are enough brown field sites in the whole area which can be used for new housing before encroaching onto green fields. Not enough investigation has gone into the flooding risks, especially as this happens in this area already. What is the sense in building more houses when there are no jobs available for the new occupants. Surely better to get the economy stabilised which will then attract people into the area. You stress affordable housing, but 3/4 bedroomed houses are not classed in the affordable bracket. What about those people just starting out on the housing ladder and would they want to live so far away from the shops of Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant

growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site.

Marske Inn Farm Strategic Site

DLP124

Full Name: Mr Richard Murphy

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

I don't agree with any part of this document. There is no provision for the prevention of more flooding which has ruined a large number of properties in Marske-by-the-sea. Nobody wants the new development south of the village and the village itself will be destroyed as we know it. Traffic chaos, flooding and more competition for our local businesses are just a number of the concerns we have. Stop building on greenfield land build them somewhere else. Like Warrenby....

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a

Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP161		Comment summary:
Full Name:	Ann Sidgwick	<p>I strongly object to the Draft Plan. Especially with regard to Marske. We do not need more housing, there are over 500 houses for sale in the TS11 area. When ICI & British Steel were at their height the housing was quite adequate. Most of the jobs have gone so why the need for more housing? I was told at the consultation that by building more houses this will attract more business. Cart before horse comes to mind. The council itself has shed over 300 jobs & you just need to look at Redcar High Street to see all the business's that have closed. If you were able to sell the hotel (Look at how many hotels have closed in Redcar!), fast food development, petrol station, restaurant etc., these jobs will be few and by definition will be service base and more than likely zero hour / minimum wage contacts. You do not make clear where the 3-4,000 new residents will actually find employment You state that you aim to ensure 'housing is located where residents will have access to jobs, facilities and services whether they have access to a car or public transport or not'. You do not demonstrate how this condition is met within the Housing Plan. You state that 'providing new housing' will 'attract people back into the area to stabilise the community'. Surely Jobs are required first. You state that 'car ownership is increasing and traffic problems related to car-borne commuting are likely to follow'....The frequency of rail services has decreased, particularly the direct services to and from Saltburn to Middlesbrough'. The planned development at Marske would exacerbate this. All that a new development on the scale proposed would do would be to create more congestion, leading to more accidents. The bypass was built because of the high levels of traffic through the village, another 1,000 + cars would have a devastating effect on Marske. Not to mention the chaos on the school run which is bad enough as it is. You claim the Borough only has congestion problems in Redcar. You omit the problems getting in / out of Marske or along the single carriageway from Saltburn towards Redcar, or the congestion issue that your planned single carriageway at Marske railway bridge will inevitably create. Policy CS23 Green Infrastructure. You state 'The following green areas will be protected and, where appropriate, enhanced to improve their quality, value, multi-functionality and accessibility: a) Strategic gaps between Marske and New Marske; Marske and Saltburn; b) The green wedges in the conurbation. Clearly this is the absolute opposite of what is proposed in the Housing Plan.</p>
Organisation:		
Agent Name:		
Agent Organisation:		
Submission type:	E-Mail	
Agree with section?:	No	

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity.

Marske Inn Farm Strategic Site

DLP484

Full Name: B J Whitwick

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I wish to object to the councils Draft Local Plan. The DLP is showing how the council sees the development of the area up to 2029. The particular part I object to is the development of the Marske Inn Farm area. In this area there are areas (BROWNFIELD SITES) that the council should develop using up areas that require investment in peoples future. Leave the green belt as it is. This provides a natural boundary to the village. Building to attract executive people to the area is flawed, where are the executive jobs? The unemployment figure for this area are already high. There is already plenty of building going on in Redcar. The redevelopment of the Lakes estate. Redcar Lane. There is still a significant amount of water lying in this area. Heavy rainfall will make it worse. All the work done on the stray and in Marske failed. It cannot cope with what we have now. The proposed alterations to the high street under the railway bridge, narrowing it and instaling traffic lights will only add to the traffic flow, creating more congestion. The DLP has already identified we will need increased school capacity by 2018. With a proposed build of 1000 homes this will place added pressure on the existing schools that are already at maximum capacity. The proposed DLP in its current form with the development of the Marske Inn Farm site represents a threat to the village and will alter our life style and effect the house prices and our safety. In my opinion this proposed development in the DLP should not go ahead, and the money spent elsewhere.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will also be required as part of the development in accordance with Policy N3. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage

systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP559

Full Name: Mrs Susan Beach

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Strongly objects to the proposals. The site is prone to flooding. The land is green belt or greenfield land, which I understand was not for building on. Impact upon traffic. SUDs would need to be used as Northumbrian Water have told the Council that no surface water can be diverted into existing drains/culverts. Problems relating to old mine working drainage. The health centre could not cope with extra demand. Impact upon school places and class sizes. Marske is a village and should be kept that way, not turned into a town.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development

and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Policy indicates that the Council will seek to secure community facilities required as part of the development, including a primary school. It is anticipated that any new primary school required, will be delivered on site as part of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

DLP558**Full Name:** Alan Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I wish to register my objections to the Draft Local Plan: It would seem obvious that the plan is to drastically lower the quality of life for the existing residents of Marske. Why would the Strategic Planning Team do this? Causing a glut of housing would be really counter-productive for this area. My objections are exactly as all those listed by the www.stopthehouses.co.uk website, along with those on the Word document available from the website. No doubt the Strategic Planning Team will be familiar with these objections - so to save time for all concerned, please accept them as my objection.

Officer response:

Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application.

Marske Inn Farm Strategic Site

DLP550**Full Name:** Peter Boyes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

As a resident of Marske, I strongly object to the proposed development application R/2013/0669 for the following reasons; 1. It is outside the development limits. It would increase the chance of future development in adjoining fields. 2. In effect, the development will be a self contained development, and will have no benefit to Marske. It has no plans for schools or doctors and would put added strain on the services already in Marske. 3. A 60 bed hotel? This is not needed in Marske. Who is it for? We did not receive an invite to the Community Consultation, so we did not have a chance to voice our opinion. This will ruin Marske. It will change the character of the village and is wholly unnecessary.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council.

Marske Inn Farm Strategic Site

DLP535

Full Name: Mrs Elizabeth Fox

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: the site would reverse the policies supported by all structure plans and local plans since the publication of the East Cleveland Structure Plan of 1977; other more suitable sites may come forward; flooding issues; lack of sewerage infrastructure; congestion; traffic; lack of school palces; the development would set a precedent; impact on village character; impact on strategic gap; impact on local services; parking; and the site is not sustainable.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore,

the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including car parking to meet needs arising from the development. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP532

Full Name: Mr Andrew Fox

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: the site would reverse the policies supported by all structure plans and local plans since the publication of the East Cleveland Structure Plan of 1977; other more suitable sites may come forward; flooding issues; lack of sewerage infrastructure; congestion; traffic; lack of school palces; the development would set a precedent; impact on village character; impact on strategic gap; impact on local services; parking; and the site is not sustainable.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore,

the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including car parking to meet needs arising from the development. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP534

Full Name: Bill Alderson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a residents of Marske, this development will adversely affect my and my family's quality of life in many ways; the environment, education, traffic & safety and healthcare, see below. I wish to very strongly object to the proposed development in Marske. This building work which is proposing on to the land at Windy Hill Farm, there are drainage problems before it is even started. Water stands on that land which is clearly seen from the main road into Marske. The local schools will be bursting at the seams, New Marske Primary, which was amalgamated from two schools the infant and junior school in 2000 with the loss of many school places this was so the land could be sold by the R & C Council and houses built on it. Also Errington School was also amalgamated and the land is up for sale at this moment again the loss of many school places, so where will the children go? Bydales, a fine school, again has been built again and the loss of places there, did not the council envisage this building work was to happen, I do know that the Education department looks in to many years ahead so were they not consulted when the schools were made so much smaller. The traffic on the High Street will be a terrible headache, as some sort of pathway will have to be made to come under the railway bridge as at the present moment there isn't a footpath there under the bridge, so imagine the first child to be run over and the heartache and of course the Council will be to blame. Longbeck Lane junction into Marske will have to be sorted, it is bad enough now so what will it be like at between 08.00 and 08.45, when everybody is trying to get there kids to school. We have lived in Marske for many years are disgusted with the council and the Mayor for even considering this terrible blight on our beautiful landscape.

Officer response:

Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it

could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP533**Full Name:** E Alderson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

As a resident of Marske, this development will adversely affect my and my family' quality of life in many ways; the environment, education, traffic & safety and healthcare, see below. I wish to very strongly object to the proposed development in Marske. This building work which is proposing on to the land at Windy Hill Farm, their are drainage problems before it is even started. Water stands on that land which is clearly seen from the main road into Marske. The local schools will be bursting at the seams, New Marske Primary, which was amalgamated from two schools the infant and junior school in 2000 with the loss of many school places this was so the land could be sold by the R & C Council and houses built on it. Also Errington School was also amalgamated and the land is up for sale at this moment again the loss of many school places, so where will the children go? Bydales, a fine school, again has been built again and the loss of places there, did not the council envisage this building work was to happen, I do know that the Education department looks in to many years ahead so were they not consulted when the schools were made so much smaller. The traffic on the High Street will be a terrible headache, as some sort of pathway will have to be made to come under the railway bridge as at the present moment there isn't a footpath there under the bridge, so imagine the first child to be run over and the heartache and of course the Council will be to blame. Longbeck Lane junction into Marske will have to be sorted, it is bad enough now so what will it be like at between 08.00 and 08.45, when everybody is trying to get there kids to school. We have lived in Marske for many years are disgusted with the council and the Mayor for even considering this terrible blight on our beautiful landscape.

Officer response:

Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane.

DLP531**Full Name:** Anna Turley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I oppose this policy which designates Marske Inn Farm as a strategic development site as per my objection of 28 October 2013.

Officer response:

Objection noted.

Marske Inn Farm Strategic Site

DLP266

Full Name: Shirley Denise Brunskill

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We the undersigned strongly object to any proposed development in or around Marske and can see no good reason why this should go ahead. (1) Why sacrifice Green field sites when there are available BROWN FIELD SITES. (2) Present Housing Requirments due not justify the building of 1000 new houses in Marske. (3) Increased Risk of Flooding. (4) Increase in Traffic. (5) Education needs will be affected.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP505

Full Name: Kendra Boyes

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am emailing an objection to the proposed development at Marske. I have recently become aware of the DLP which shows the councils vision of how Marske may look by 2029 I am a resident of Marske an my objection is for a number of reasons which are detailed below. At the moment Marske by the Sea is a village which is one of the reasons we moved to the area well over 10 years ago. I feel that if this development and any others go ahead in this area the village will be greatly affected, There is going to be an increase of traffic throughout the whole of Marske but mainly the small shopping area and schools. If you base the figures on just one vehicle per household that is potentially 1000 extra cars on the roads meaning a minimum of 2000 extra journeys per day. But of course most households have more than one car so this figure would be much more than that. Whenever there are any roadworks in this area it creates a lot of congestion and time delays, can you imagine how much worse that would be with the extra traffic lights and the extra vehicles. Many of these households will have children needing a school place. When our family moved to the area over 10 years ago we had difficulty getting a primary school place for our son but managed eventually. A friend of mine approx 5-6 years ago was advised there was no room in the year group at Bydales for her son although they could fit her daughter in. It was only after she was advise that two children had moved out of the year group that he got a place. I am sure this is going to be a major issue with the extra residents. A lot of these children on both primary and secondary schools are now driven too and collected from school causing even more traffic problems. My other major concern is flooding to the surrounding areas, whenever we get heavy rain on the area the drains near our property are unable to cope and have reported this to the Waterboard on two or three occasions so far this year. Although it states that they are looking to use the SUDS system there is still going to be less land to soak up the rain throughout the area. There is also no guarantee that the SUDS system will be able to cope with all the surface water. As mentioned previously Markse is a village and if all these additional houses are built I don't think Marske will have that village feel to it for much longer. I am sure I am not alone with voicing these concerns but please ensure they are dealt with by the correct people.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all

forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP564

Full Name: J Christie

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

We can see no evidence for the need for the proposed development given the national decline in manufacturing and industry and thus the need for housing to accommodate a decreasing number of families wanting accommodation. Concerns over flooding after heavy rainfall. The drainage system cannot cope at the moment and the proposals will make this situation worse. The present roads can barely cope with the volume of traffic in Marske, especially at the start and end of a school day, leading to long tailbacks and near misses which we personally witness on a daily basis. As for the other proposals: petrol station, takeaway drive-thru, pub and hotel, what commercial organisation would be likely to invest in such schemes? Where is there any evidence of the need or desirability for such amenities? The soul and identity of the village of Marske by the Sea should be treasured for what it is: a historic and separate community - not an amorphous mass of housing forming a suburb of Redcar.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP483

Full Name: Paul Urwin

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to register my objection to the recent Draft Local Plan. As a plan I think it's tenants will be a disaster for the community of Marske and New Marske and destroy years of history and community for both villages. As a resident of Marske for over 30 years I cannot see the relevance or economic benefit of new developments in the Marske area particularly any development which ostensibly joins two communities separated throughout history. It seems that the council is determined to destroy the remaining green field sights around Marske which are our heritage to protect and that we hold in trust for future generations. It would seem that there are existing brown field sites which could be utilised by the council to fulfil their rapacious demands for housing expansion and council tax income. Why has this not been considered ? Where does the council see the demand for such developments being filled ? We are an area of high unemployment with houses up for sale in modern estates such as the lngs and Mickledales..how will these new stock be sold when there is no new investment in new businesses and new employers ? The Wilton site cannot be seen as the golden triangle of employment..it continues to shrink not expand ! The environmental impact of developments at Longbeck could be severe. Those who witnessed the recent floods despair at attempts to suggest that the risk of flooding can be minimised by sustainable drainage systems ! We would risk flooding around Marske and in the housing estates around the village. Other objections I hold would be: Overcrowding of existing education provision Increase in traffic and congestion. I would stress in my objections that I am not nor ever have been a card carrying environmental warrior. I am however a concerned resident , council tax payer and voter who believes that the DLP is flawed and would cause untold damage to a community which has thrived without the addition of a totally illogical housing development which smacks of rampant exploitation by an authority which is supposed to protect it's valued communities not destroy them.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the

site and indicates that these must be resolved to enable the development to take place. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

DLP473**Comment summary:****Officer response:****Full Name:** Mrs H R Wildon

With reference to our objection of house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Policy N2 will continue to protect open spaces which have been identified for protection. Accessible open space will also be required as part of the development in accordance with Policy N3.

Organisation:**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No

Marske Inn Farm Strategic Site

DLP477

Full Name: Thelma Milburn

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to lodge my objections to the above plan. My objections are to the plan in general and in particular how it affects Marske. THE NEED FOR HOUSING IN REDCAR & CLEVELAND: Redcar & Cleveland has higher unemployment than the North East in general and also nationally. The population in the borough is declining due to the lack of jobs; Future predictions show further decline. Also jobs at the Wilton site are predicted to fall in the future. IF THERE IS NO PROSPECT OF MORE JOBS TO BRING PEOPLE TO THE AREA (AND THE POPULATION IS DECLINING) WHERE IS THE NEED FOR ALL THIS NEW HOUSING. BROWNFIELD SITES/GREENFIELD SITES: The DLP states there is a good supply of brownfield sites so why is another greenfield site being proposed at Marske. There will also be the loss of highly productive arable land if housing is built on greenfield sites at Marske. IF THE COUNCIL HAVE ALREADY EXTENDED DEVELOPMENT LIMITS TO INCLUDE GREENFIELD SITES AT MARSKE. HOW WAS THIS DONE WITHOUT EXTENSIVE CONSULTATION WITH RESIDENTS? THE DLP ALSO STATES THAT MARSKE HAS ALWAYS MAINTAINED ITS DISTINCTIVE CHARACTER. IT IS CLEAR THAT MARSKE IS ONE OF MANY VILLAGES IN THE AREA WHICH WILL HAVE THEIR 'CHARACTER DESTROYED IF THIS PLAN IS ALLOWED TO BE IMPLEMENTED. OBJECTIONS SPECIFIC TO MARSKE: The use of greenfield sites as mentioned above. Marske does not have the infrastructure to cope with the proposed new houses. FLOODING The Council and the Developer have no option than to uses SUDS as Northumbrian Water have stated NO surface water can be directed in to existing drains/culverts and the DLP states that the entire area is unsuitable for soil infiltration based SUDS Then where is the water from the HUGE PROPOSED WATER STORAGE TANKS TO GO WHEN IT IS RELEASED The Tanks built by NWA were supposed to limit discharge on to the beach ONCE IN 5 YEARS, Last November alone they discharged on to Marske beach 3 times and there have been several spill events this year. TRAFFIC: Traffic Lights at the Railway bridge in marske would result in intolerable delays and congestion and could cause major problems for emergency vehicles. Parking in Marske is already a problem this would be greatly exacerbated if 1000 plus houses were built. EDUCATION: The majority of the children in Marske and New Marske wish to receive their secondary education in Marske. There would be a large increase in numbers of children wishing to go the school in their own village and not as the council suggests be included in the borough wide catchment area which would result in many of them have to travel some distance to receive their secondary education.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for

groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council.

Marske Inn Farm Strategic Site

DLP476

Full Name: Keith Milburn

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I am writing to lodge my objections to the above plan. My objections are to the plan in general and in particular how it affects Marske. THE NEED FOR HOUSING IN REDCAR & CLEVELAND: Redcar & Cleveland has higher unemployment than the North East in general and also nationally. The population in the borough is declining due to the lack of jobs; Future predictions show further decline. Also jobs at the Wilton site are predicted to fall in the future. IF THERE IS NO PROSPECT OF MORE JOBS TO BRING PEOPLE TO THE AREA (AND THE POPULATION IS DECLINING) WHERE IS THE NEED FOR ALL THIS NEW HOUSING. BROWNFIELD SITES/GREENFIELD SITES: The DLP states there is a good supply of brownfield sites so why is another greenfield site being proposed at Marske. There will also be the loss of highly productive arable land if housing is built on greenfield sites at Marske. IF THE COUNCIL HAVE ALREADY EXTENDED DEVELOPMENT LIMITS TO INCLUDE GREENFIELD SITES AT MARSKE. HOW WAS THIS DONE WITHOUT EXTENSIVE CONSULTATION WITH RESIDENTS? THE DLP ALSO STATES THAT MARSKE HAS ALWAYS MAINTAINED ITS DISTINCTIVE CHARACTER. IT IS CLEAR THAT MARSKE IS ONE OF MANY VILLAGES IN THE AREA WHICH WILL HAVE THEIR 'CHARACTER DESTROYED IF THIS PLAN IS ALLOWED TO BE IMPLEMENTED. OBJECTIONS SPECIFIC TO MARSKE: The use of greenfield sites as mentioned above. Marske does not have the infrastructure to cope with the proposed new houses. FLOODING The Council and the Developer have no option than to uses SUDS as Northumbrian Water have stated NO surface water can be directed in to existing drains/culverts and the DLP states that the entire area is unsuitable for soil infiltration based SUDS Then where is the water from the HUGE PROPOSED WATER STORAGE TANKS TO GO WHEN IT IS RELEASED The Tanks built by NWA were supposed to limit discharge on to the beach ONCE IN 5 YEARS, Last November alone they discharged on to Marske beach 3 times and there have been several spill events this year. TRAFFIC: Traffic Lights at the Railway bridge in marske would result in intolerable delays and congestion and could cause major problems for emergency vehicles. Parking in Marske is already a problem this would be greatly exacerbated if 1000 plus houses were built. EDUCATION: The majority of the children in Marske and New Marske wish to receive their secondary education in Marske. There would be a large increase in numbers of children wishing to go the school in their own village and not as the council suggests be included in the borough wide catchment area which would result in many of them have to travel some distance to receive their secondary education.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for

groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council.

Marske Inn Farm Strategic Site

DLP472

Full Name: Mr H R Wildon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

With reference to our objection of house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Policy N2 will continue to protect open spaces which have been identified for protection. Accessible open space will also be required as part of the development in accordance with Policy N3.

DLP470

Full Name: Mrs S Dobbie

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I write to you to object strongly, to the proposed development at Marske. We have seen a small village gradually become a large village over the last twenty or more years, and we don't want to see it become more than that. We certainly don't want it to become part of Redcar, New Marske or Saltburn. There is already too little an area between us. Traffic in and through Marske is almost continual, and grid-locked on the High Street when the school (especially Bydales) turn out! Not only in Marske, but also there is a never ending stream of traffic along the by-pass and up to Four Lane End, going to Skelton, at the end of a working day. With the amount of cars put onto these roads with the building of more houses it would be chaos. And no more roads leading onto the already heavily used ones! That would be accidents waiting to happen There are not enough job opportunities here to warrant more housing, certainly not on the scale proposed. Even now we are looking at job loses at Tata Steel, and more shops are closing in Redcar. Therefore I wish to add my objection to the Draft Local Plan.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. to development limits formed part of the consultation on the Local Plan. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP453

Full Name: Mr F C Winn

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I would protest at the Draft Local Plans as published and apparent extension of development limits to now include greenfield land - with no consultation with Marske people. There is plenty of brownfield land around so use it. When business can buy up farming land cheap and sell it on as building land it stinks of profiteering and more fat cows doing well! Our population is declining and yet you wish to build 1000 houses - traffic congestion, floodwater and loss of identity will create chaos in Marske. What a shambles roll on elections.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 2, which means there is potential for groundwater flooding

to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP452

Comment summary:

Officer response:

Full Name: Mr Leigh Lee

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

I am writing to strongly object to the proposed development at Marske (Application reference R/2013/0669) as outlined in the draft local plan I'm objecting for the following reasons:- Traffic and Safety - Access to the proposed site via Longbeck Road would cause congestion on Longbeck Road and significantly increase the risk of accidents. There is already a build up of traffic on this road when the level crossing is down. Low level sun can be blinding on Longbeck Road and having traffic pulling out from the site could be highly dangerous. Also the possible restrictions and introduction of single lane traffic at the railway bridge will add further congestion and delays at that end of the village. At the very least you need to revisit the access plans to this development. Flood Risk - On numerous occasions heavy rain has caused flooding on Longbeck Road near to the railway crossing. The downpour in September also resulted in flooding on Sherwood Drive. The proposed development would significantly increase the risk and frequency of floods happening in the future. Green Field Sites - Before any development on this scale is allowed to take place you surely need to ensure that the existing housing stock is saleable, new stock is built on brownfield sites and there is DEMAND for this sustained by new jobs. None of this appears to be in the Plan at the moment. Building the development on Green Field sites will ruin the open views of the existing properties on Sherwood Drive and will have a detrimental effect on house prices. Schools - Has enough thought gone into the longer term strategy for the successful education of our children? Are we sure that the existing provision will be able to cope with a potential influx of children over the coming years? We cannot afford to fail to give our children the best start in life. Hotel - I don't understand who wants the inclusion of a 60 bed hotel. Who is going to stay here? And why would you want a hotel that will draw business away from the already hard pressed established business's in Marske and the surrounding ares, and also pull trade away from the the village high street. I know that people have to live somewhere, but this surely canâ€™t be just about money and profit, there must be some considerations given to peopleâ€™s quality and way of life. The size and scale of the development is just too big, I fear that this development will totally ruin the character of our village and remove one of the reasons that people have for wanting to move here. You state 'Marske has always maintained its own distinctive character'. This would be completely compromised by your Housing Plan, not just to the detriment of Marske, but to the detriment of the whole of East Cleveland. If you must build here, then restrict the size of the development to preserve the character of our village. It does surely come down to this - Marske is a village and the residents wish it to remain so.

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agencyâ€™s Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Governmentâ€™s latest household projection figures, economic growth forecasts and the Councilâ€™s desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be

resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The potential impact of the Local Plan on property values is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP515

Full Name: Angela Lawel

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

This letter is to register my objection to your Draft Local Plan. I live as you see, in Marske, it is a village and the majority of Marske residents wish it to remain so. We have no wish to be enlarged, or joined to Saltburn, New Marske or Redcar. We wish to have good green boundaries surrounding and separating our villages not become part of some vast urban development. You propose vast numbers of new homes, who for? Where are the permanent jobs to support this growth? Many people are losing jobs without more permanent employment who can afford to buy them? The proposed Marske development already has great problems. Northumbrian Water state that no further surface run-off water can go into the existing drainage so SUDS would have to be used and the Development Plan states this area is unsuitable geologically for SUDS to be used so on-site storage tanks would probably have to be used instead. These have already proved problematic on the Stray, why would they be any better on this large housing development? There are some brownfield sites available and plenty of empty properties in the area. If housing is urgently needed convert empty sites and shops back into private accommodation, most of the ground work would be done already and surely a conversion is more cost effective than a new build (even without consultations). Roads, schools, doctors, dentists are already strained, further numbers of people would worsen the situation. Longbeck Road and Marske High Street are both trouble spots with traffic backed-up. How would even more cars on these roads prove advantageous? Even using public transport, especially buses, is not an option as apart from Marske High Street there is not a reliable service to any of the proposed areas. The Arriva Service seems very patchy in East Cleveland so more proposed passengers would not be the answer!! Without huge numbers of permanent employment being found I would have thought further housing development on this scale unnecessary. Without jobs-mortgages and rent are out of the question, Redcar already has new housing estates built with properties still unsold. Its no good building houses you can't sell!! The North East is an area badly hit by the recession, this area particularly. Jobs are going every day, even more so now in the bigger employment areas like Middlesbrough. Until this situation improves why someone thinks more new housing is the answer is beyond me. Leave the small villages alone. No-one wants to become part of this proposed urban sprawl and we will keep objecting at every available opportunity.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The open spaces between Marske and Saltburn, and Marske and Redcar will continue to be protected as a strategic gap and green wedge respectively under Policy N2. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be

required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council.

Marske Inn Farm Strategic Site

DLP606

Full Name: Anne Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to this development the increased flooding risk is frightening my daughter has already been flooded so I dread to think what will happen if you build on this site. Would the counsel by all these flooded houses at a price that the people affected could by other property in the village. We do not need more pubs hotels etc what we have are struggling do u want to put them all out of business. Schools would struggle. traffic would be dangerous. Where would all these people work We have not got jobs for people now gone are the days of ICI and BRITISH STEEL my Grandchildren look forward to a bleak future. PLEASE DONT MAKE IT WORSE

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are

considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP664

Full Name: Mr John Shaw

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan focuses primarily on Greenfield sites, rather than brownfield. It will reduce the appeal of our area. The extra housing is driven by developers rather than by demand. The type of housing on the main site, will predominantly have four bedroom detached houses on it. This is what the developer will look to build. These houses will not improve home ownership in the area. Brownfield sites developed in other areas of the borough such as Redcar and Greater Eston will enable smaller homes and homes more affordable to first time buyers. The problem is that developers won't make as their money in these areas so they are not as interested. Since 2006, agents working on behalf of the land owners of the South of Marske site have lobbied for development limits to be changed to the south of Marske. The proposals will cause great flooding issues in Marske if developed. The fact the whole local plans economic future rests on such a fanciful development is disturbing. The rural conurbation of Marske will be altered in both character and value. It is likely higher earners will move into Yorkshire away from Redcar and Cleveland due to the increased traffic congestion from this development. The Local Plan and the Economic Masterplan before it fail to mention high-tech or niche industry. They don't offer any alternative to the large industrial decline. The notion of creative industries has already failed in Redcar it doesn't offer enough money to purchase the kind of properties mentioned in the plan.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas

most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Economic Development section of the Local Plan seeks to support all aspects of the economy, including high tech and niche industries. Policy ED6 indicates that high tech and knowledge driven development should be focused at Kirkleatham Business Park and Cleveland Gate Business Park. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

DLP637**Full Name:** Mrs Sally Sansom**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Development should be on brownfield sites not greenfield. Land is used as productive farmland and would be lost forever. Proposals would damage the distinctive character of Marske. If you must build houses, consider a much smaller development. There is a declining population and no jobs to attract people to the area, so no need for the housing or hotel.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel.

Marske Inn Farm Strategic Site

DLP635

Full Name: Mrs Harvey

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Our main concern is the increased flood risk as Northumbrian Water states that existing drains are at full capacity and storage tanks are going to have to be used. Existing tanks on The Stray failed to work in the recent flash flood and some properties very close to us suffered horrific flooding. Marske by Sea is very susceptible to rainwater flooding as stated in the British Geological Survey. There will be increased traffic in the High Street due to the narrow roads, also at the junction of Redcar Road and Churchill Drive where the existing traffic at rush hours is unbearable. Existing schools in Marske and New Marske will be up to capacity by 2018 and there are no plans to build new schools. Due to the collapse of the housing market and downturn of the economic situation new housing is not required. The proposed development of the housing does nothing to enhance the character of Marske by Sea.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand

for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP630

Full Name: M Baker

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the proposals and any other site in Marske. The DLP states that there is a good supply of brownfield land so why is it that greenfield sites should be given over to new housing? With the loss of this farm land you are taking away land where crops could be grown to produce food to feed the people already in our area forced to rely on food banks to help them out. Loss of distinctive character. Proposals will merge Marske and New Marske. There are no jobs for the new residents, jobs are continuing to be lost at Wilton. In the last few months we have seen flooding in parts of Marske for the first time with more houses and Northumbrian Water will not be able to have run off water directed into existing drains and culverts will that be our houses? There will be an increase of traffic and with traffic lights, however temporary at the Longbeck/Churchill drive junction at the moment is this a taster of what is to come? Why should we have to put up with over crowded class rooms with the influx of more children, oh no this wont happen as the last census shows a lowering of the population, so we don't need more houses.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type

and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP629

Full Name: A J Baker

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the proposals and any other site in Marske. The DLP states that there is a good supply of brownfield land so why is it that greenfield sites should be given over to new housing? With the loss of this farm land you are taking away land where crops could be grown to produce food to feed the people already in our area forced to rely on food banks to help them out. Loss of distinctive character. Proposals will merge Marske and New Marske. There are no jobs for the new residents, jobs are continuing to be lost at Wilton. In the last few months we have seen flooding in parts of Marske for the first time with more houses and Northumbrian Water will not be able to have run off water directed into existing drains and culverts will that be our houses? There will be an increase of traffic and with traffic lights, however temporary at the Longbeck/Churchill drive junction at the moment is this a taster of what is to come? Why should we have to put up with over crowded class rooms with the influx of more children, oh no this wont happen as the last census shows a lowering of the population, so we don't need more houses.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type

and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP623

Full Name: Mr D Partlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Loss of community spirit. Local authority, land owners and developers just thinking about profit. The drainage and sewerage systems are already at the stage of overcapacity and the suggestion of a storage rain water system won't work in practice. Houses are slow to sell in this area and jobs are difficult to find with no indication that employment is improving I suggest that this proposed housing development should be delayed until there is an increase in employment. There are brown field sites in this area which should be developed first rather than to take prime agricultural land - green field sites. Traffic concerns. Do not support proposal to narrow carriageway under railway bridge to one lane. Schools are at near capacity and likely to become worse due to rising birthrate nationally. No need for a park and ride facility. No need for a hotel. There has been an insufficient level of public consultation on the proposals. Plan should be put to a democratic vote.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period)

or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a park and ride facility or hotel. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. of consultation events. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of

drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be send to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Marske Inn Farm Strategic Site

DLP622

Full Name: Mr J Partlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Loss of community spirit. Local authority, land owners and developers just thinking about profit. The drainage and sewerage systems are already at the stage of overcapacity and the suggestion of a storage rain water system won't work in practice. Houses are slow to sell in this area and jobs are difficult to find with no indication that employment is improving I suggest that this proposed housing development should be delayed until there is an increase in employment. There are brown field sites in this area which should be developed first rather than to take prime agricultural land - green field sites. Traffic concerns. Do not support proposal to narrow carriageway under railway bridge to one lane. Schools are at near capacity and likely to become worse due to rising birthrate nationally. No need for a park and ride facility. No need for a hotel. There has been an insufficient level of public consultation on the proposals. Plan should be put to a democratic vote.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period)

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drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be send to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Marske Inn Farm Strategic Site

DLP620

Full Name: Mrs Jennifer Macgregor

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Oppose the development plans for Marske. The proposals would ruin the village character. Proposals would cause chaos to schooling and transport. Plan is based on providing new housing to contribute to economic development and population retention, however there are no jobs in the area to attract people to buy these executive houses. Marske already suffers from drainage and sewerage problems, which the proposals would make worse. The plan realises that a SUDs solution would be unsuitable. Proposals to narrow Marske High Street to one lane would cause even worse congestion, which will affect businesses too. Traffic would prevent tourism coming to Marske. Unhappy the Council has asked for a financial contribution towards school provision instead of a new school. Concerned about the lack of school places.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement and any impacts upon the attractiveness of Marske as a tourist destination can be minimised. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site

layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is anticipated that any new primary school required, will be delivered on site as part of the development. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP560

Full Name: K Earles

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

In response to the proposed development at Marske I must point out why it must be reconsidered. Without the guarantee of many new permanent jobs coming into the area there is no purpose to most of the proposal. Taking away greenfield land; increasing traffic congestion, flooding risks etc. will not give present residents and any new ones an improved quality of life. In fact, the opposite will occur. Many people now commute long distances to work because they value being able to live in an area with many of the facilities that are now provided by communities such as Marske. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Officer response:

The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP617

Full Name: Caroline Garvey

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I have been a resident of Marske for thirty years and I am very concerned about the prospect of developing land on the outskirts of the village. I assume that one of the main reasons for this unwanted development is to increase council tax revenue. With unemployment in Redcar and Cleveland currently at 11.9%, what justification is there for building 1000 new homes, particularly on a greenfield site? Can the council guarantee further employment prospects, to attract new people into the area? Following the much needed traffic calming measures recently installed in Marske, has the council considered how the new housing development will lead to unacceptable congestion at the railway bridge, the roundabout in the centre of the village and also at the junction of Longbeck Road, Redcar Road and Churchill Drive? I object to the policy of the Draft Local Plan, which plans to build 1000 homes at Marske Inn Farm.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP561

Full Name: Mrs Sandra Barras

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I must object strongly to the proposed development at Marske, I have grown up in, what used to be a village - the became a larger for the people to work at (ICI). Building more houses turns Marske into a sprawling estate, lacking all the character of country-side and seaside. I still want to see some green fields, I don't want to see - more traffic, more floods, more buildings, I hope this development never comes to happen.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road

network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP592

Full Name: Wendy Gladman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for new housing. The area is losing jobs and population. The N.W. treatment plant in Green Lane has been shown to be inadequate for the current population never mind an extra 3-4000 new residents. Any new large scale development as envisaged by RBC in Wilton site would be largely short-term construction jobs rather than sustainable long term jobs. The consultation exercise by West Midlands Pension Fund was merely a publicity stunt. Why should we be dictated to by an organisation in the Midlands? Traffic congestion is a problem in Marske now. Restricting High Street at the railway Bridge will only make matters worse. As, now retired teachers we are concerned over the demolition of Primary School Buildings in Marske and New Marske and no evidence of replacing these in the future years.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council uses detailed school place projections when making decisions on the need for school buildings. Buildings are only cleared where the projections clearly indicate that the buildings are no longer required to meet current and future needs.

Marske Inn Farm Strategic Site

DLP590

Full Name: Mr Andrew Lombard

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to policy due to the following reasons: It transpires that one significant and vested interest party has seriously influenced major parts of the plan over a long period of time and that the council has adjusted its strategic approach as a result of this intervention. The scale of the development does not reflect the character of Marske There are a number of Greenfield sites, which should be developed prior to this site. The site is located on high ground and there are good views from Marske Station, which the development would intrude. There are surface water flooding issues and there is not enough capacity in the existing surface water drains to cater for a large development. The road network will not be able to cope with the additional traffic. The need for this amount of housing in this location has not been evidenced.

Officer response:

The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 1, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood

risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP585

Full Name: Mrs Julie Hards

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to this policy due to the following reasons: Traffic and Safety, Flood risk, The site is a greenfield site, Schools may not be able to cope with the increase in population, The size and scale of the development is completely disproportionate to the size of Marske.

Officer response:

This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The primary school projections show that there will be sufficient surplus capacity within

the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option.

Marske Inn Farm Strategic Site

DLP583

Full Name: Louis Gladman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for new housing. The area is losing jobs and population. The N.W. treatment plant in Green Lane has been shown to be inadequate for the current population never mind an extra 3-4000 new residents. Any new large scale development as envisaged by RBC in Wilton site would be largely short-term construction jobs rather than sustainable long term jobs. The consultation exercise by West Midlands Pension Fund was merely a publicity stunt. Why should we be dictated to by an organisation in the Midlands? Traffic congestion is a problem in Marske now. Restricting High Street at the railway Bridge will only make matters worse. As, now retired teachers we are concerned over the demolition of Primary School Buildings in Marske and New Marske and no evidence of replacing these in the future years.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council uses detailed school place projections when making decisions on the need for school buildings. Buildings are only cleared where the projections clearly indicate that the buildings are no longer required to meet current and future needs.

Marske Inn Farm Strategic Site

DLP582

Full Name: Anthony A Brown

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to proposed housing development at Windy Hill Lane and Marske Inn Farm. The plan should have been prepared with local people in mind not the developers. Greenfield sites have been chosen instead of brownfield sites because they are more lucrative to developers. Marske cannot take the level of development proposed. The local amenities could not cope. Increased congestion. No access into proposed site. The proposals would encourage pedestrians to walk under the railway bridge where there is no footpath. Development would increase the likelihood flooding which already happens. The consultation by the West Midlands Pension Fund was inadequate. They provided misleading information and did not advertise the second event widely. Commercial proposals have been included whilst these were never part of the consultation proposals. The land is outside the present limits to development and should not be allowed to go ahead.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period)

or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan.

Marske Inn Farm Strategic Site

DLP577

Full Name: David Barton

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like to object to the DLP, because of the proposed new housing at Marske Inn Farm. My main reasons are the effect it will have on flooding, which is already a problem and traffic.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP566

Full Name: Patricia Kearns

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Marske Inn Farm - construction of 700-1000 homes, pub/restaurant, 60 Bed Hotel, Petrol Station, and drive Through Takeaway. The land is owned by the West Midlands Metropolitan Pension Fund. They have a responsibility to their Members to get the maximum financial return, thus resulting in lesser quality site development. This is a Phase I development and it is clear the intention is to develop green agricultural land up to Marske Bye-Pass an incremental development over many years. It will have an adverse impact on the natural environment resulting in increased traffic flows, congestion and site access. This development will result in the erosion of thriving local communities, loss of green space, and loss of identity of Marske/New Marske/Saltburn. It also represents the loss of green amenity and of prime agricultural land, The area is well known to be prone to surface water flooding and run-off. It is doubtful whether the Northumberland Water requirement of water dispersion within the site can be accomplished. The proposal will require substantial local infrastructure of General Practitioners/Clinics/Dentists etc.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater

flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP565

Full Name: B Chistie

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development of this site. No demand for housing due to industrial decline and decreasing population. The site is prone to flooding. Existing roads struggle to cope with traffic, proposed development would make this worse. No need for a petrol station, takeaway drive-thru, pub and hotel. Proposals would damage the village identity of Marske.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station.

Marske Inn Farm Strategic Site

DLP448

Full Name: Mr G R Lince

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We strongly object to the proposed development for 1000 houses at Marske Inn Farm. The continuation of building projects adjacent to our village (it is not a town, although it feels like one!) will cause untold misery not only for the residents of Marske but also those in outlying communities. Increased traffic will be problematic as we already have experience of delays caused by excessive numbers of people now commuting to work especially in the rush hour. I avoid these times even though an early start would be convenient for me. Return journeys from 4 o'clock to 7 o'clock are also out of the question. We despair of the loss of countryside around Marske, I understood that there would always be a green belt of land around us, it would appear that the council is ignoring this. Loss of flora and fauna would be disastrous, vast numbers of creatures are already in decline, has no one on the council seen Watership Down ? Increased volume of sewerage is also to be considered, we are concerned about the dangers of pollution. Flooding is an important aspect to consider, recently we had a critical situation as water cascaded down the High Street and collected in low lying areas . It has become particularly difficult since the new pedestrian crossings in the High Street have been installed. Whilst we understand the need to create a safe crossing area, the raised area of tarmac restricts the normal flow of rainwater leaving it to find its level in other areas inevitably creating the threat of flooding to shops and houses to either side. The land proposed for development is a natural soakaway for much of the rainwater coming down from the hills, it therefore seems logical to leave it as it is instead of replacing it with bricks, mortar and concrete.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type

and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

DLP619**Full Name:** Julie Sewell Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Strongly object to the proposals. There has been insufficient consultation on the planning application. The Council has not sufficiently considered the impact of the development on infrastructure, schooling and traffic. Do not believe that the Council listens to public opinion.

Officer response:

The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP347

Full Name: Mr Michael McNulty

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

This is an entirely opportunist proposal that shows no regard for the character of Marske by the sea. Given the scale of the development (the largest site in the Borough), its setting in the landscape and its juxtaposition to Marske, there is no acknowledgement of its enviable impact. The way in which the proposal is discussed suggests muddled thinking. The plan talks of a new community being created to the south of Marske. The plan states "it is north of the A174, which provides a defensible settlement boundary" - yet it is patently obvious that the railway line is the natural southern development boundary of the village. At present the village nestles at a relatively low level that contributes to its character. This new community to the south on higher ground with potentially more than just housing will become a dominant and unattractive feature in the rural corridor to Saltburn and East Cleveland. With the railway no longer a defensible boundary to development it would be hard to resist further continuous ribbon development (east and west) between Redcar and Saltburn, entirely changing the character of the area. The plan states:"Although the A174 will establish a definitive settlement boundary at Marske, the development of the site will inevitably reduce the distance between the built-up areas. Policy N2 requires the retention of a strategic gap between Marske and New Marske. Although the A174 will establish a definitive settlement boundary at Marske, the development of the site will inevitably reduce the distance between the built-up areas."The plan talks of retaining "the separate identity of the two settlements" of New Marske and the new community. What about the identity of Marske? This begs the question about whether this development is a new community or in reality an extension of Marske (as it will be seen), increasing the size of the village by over well 20%. If it were to be promoted as a new community, perhaps the plan should say more about how Marske will be protected from its impact - but of course that is not how it is in practice. Given this reality: increasing the size of Marske by over 20% - there is no recognition / consideration of the consequences, apart from a couple of glib references. This contrasts with all the discussion about Redcar under Policy LS2. It would appear that Marske is intended to meet Redcar's housing needs (and wider housing requirements within the Borough) without much consideration beyond that.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The open spaces between Marske and Saltburn, and Marske and Redcar will continue to be protected as a strategic gap and green wedge respectively under Policy N2. It has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the area to the south of Marske was considered by the Council to present the most sustainable and acceptable option due to its location close to public transport facilities and other services and because it is less constrained by environmental and planning policy considerations.. Within this broad area, the Marske Inn Farm site is considered to be the most sustainable, accessible and developable site option.

Marske Inn Farm Strategic Site

DLP451

Full Name: Les Pearson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a long time resident of Marske I strongly object to the local plan proposals particularly with a view to develop the land at Marske Inn farm. Why are the council so intent on destroying what is a lovely village to live in ? Why is another greenfield site being proposed when we have so many brownfield sites available, its another case of losing good arable land. Why have the council extended the development limit to include greenfield sites around Marske without consultation with residents Are the council intent on destroying the character of Marske and why wont you listen to the views of the residents. Marske has its own unique character so why are you intent on destroying it. When did we become classed as part of the conurbation ? We should be looking to keep a strategic gap between New Marske but also Redcar and towards Saltburn, why you seem intent on joining them all up I don't know Given the recent job losses in the area at Tata and at Npower Thornaby I don't see how you can forecast economic growth its pie in the sky stuff and when this is patched together with the proposed continued fall in the area population I cant see why there is a demand for housing to the extent the plan claims. People will not move into the area if there are no jobs, also people will not move here to live in mass sprawling developments. I condemn the plan and all its plans to change the character of the area its time the council listened to the views of the residents

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. There is no green belt designation within Redcar and Cleveland. However, the Local Plan protects green and open spaces as identified on the proposals map and protects the rural area through the establishment of development limits surrounding the main settlements. The space between Marske and New Marske is designated as a strategic gap between the conurbation and rural area under Policy N2. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided along the A174, which will help to reinforce the strategic gap and retain its integrity. Accessible open space will also be required as part of the development in accordance with Policy N3. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP371

Full Name: Mrs Yvonne Vickers

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to proposed housing site. Need arable land and greenfield land around Marske. Marske should be kept as a rural village. The plans will cause flooding, extra traffic, congestion and overcrowding in schools and doctors surgeries. Use brownfield land for development.

Officer response:

The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable,

subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP370

Full Name: Mrs Chapman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Proposals would make existing flooding problems worse. Plans to contain the water will not work, as has been seen in Redcar. Increased congestion. Brownfield land should be used instead. Do not understand the logic of building more houses when the population is declining.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or

viaable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

Marske Inn Farm Strategic Site

DLP369

Full Name: Mr Alan Chapman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Proposals would make existing flooding problems worse. Plans to contain the water will not work, as has been seen in Redcar. Increased congestion. Brownfield land should be used instead. Do not understand the logic of building more houses when the population is declining.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or

viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy.

DLP368**Full Name:** Barry Moore**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No

Comment summary:

I retired to marske 4 years ago, to village life with wonderful people. To build large volumes of houses in this area would ruin this. Therefore I strongly object to this plan and would like my complaint to be logged.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP358

Full Name: Mrs Rosemary Charlton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Strongly object to proposed housing allocation. The plan is insensitive to the residents of Marske and has a total disregard for the natural elements that make up the environment. The area is prone to flooding. NWL indicate that no more water can be released from the site into existing drains/culverts. Where can the water stored on site through SUDS be released to? Even tanks installed on the stray have been ineffective, so concerns over ability to design adequate protection measures. Why is a greenfield site being proposed when there is a good supply of brownfield land. When did Marske become part of the conurbation? The proposals will destroy the character of Marske. Philosophy that new housing contributing to economic development and population retention is fundamentally flawed. There is high unemployment in the area. The population is in decline and is projected to decline further. People will not move to the area with no job prospects. There is no need for a further 70 large offshore wind turbines between Redcar and Marske.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts

policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan only deals with proposals which affect the Redcar and Cleveland planning area. Proposals for offshore turbines fall outside the Redcar and Cleveland planning area and are determined by the relevant Secretary of State. The Council will respond to any planning applications for offshore wind turbines as a consultee, based on their impact upon the borough and their consistency with policies contained within the Local Plan.

Marske Inn Farm Strategic Site

DLP357

Full Name: Mr Peter J Charlton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Strongly object to proposed housing allocation. The plan is insensitive to the residents of Marske and has a total disregard for the natural elements that make up the environment. The area is prone to flooding. NWL indicate that no more water can be released from the site into existing drains/culverts. Where can the water stored on site through SUDS be released to? Even tanks installed on the stray have been ineffective, so concerns over ability to design adequate protection measures. Why is a greenfield site being proposed when there is a good supply of brownfield land. When did Marske become part of the conurbation? The proposals will destroy the character of Marske. Philosophy that new housing contributing to economic development and population retention is fundamentally flawed. There is high unemployment in the area. The population is in decline and is projected to decline further. People will not move to the area with no job prospects. There is no need for a further 70 large offshore wind turbines between Redcar and Marske.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 4, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts

policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan only deals with proposals which affect the Redcar and Cleveland planning area. Proposals for offshore turbines fall outside the Redcar and Cleveland planning area and are determined by the relevant Secretary of State. The Council will respond to any planning applications for offshore wind turbines as a consultee, based on their impact upon the borough and their consistency with policies contained within the Local Plan.

Marske Inn Farm Strategic Site

DLP350

Full Name: J E Williams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Objects to the proposals. There are enough brownfield sites that can be used for development instead of this greenfield site. The area is prone to flooding. There are no jobs in this area to support more housing. Surrounding areas must be left green otherwise rural area is lost forever. The proposals would not generate local employment. There are numerous empty properties already available, no need for more. Road network is already congested.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP375**Full Name:** M Lombard**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It seems to me that Redcar and Cleveland policy regarding development has been dictated to them by Frank Knight on behalf of a private pension fund from outside the area, whose only interest in the area is financial. For all the reasons, by now very well known to the Council, outlined by the Stop The Houses campaign, I strongly object to the proposal to build on Marske Inn Farm. I would like the Council to abide by its own principles as they had agreed them before they were manipulated by Frank Knight, and no doubt others with a vested interest, but whose suggestions on re-wording of Council policy have not seen. What next? Put landlords dictating licensing policy. A friend of mine got a parking fine recently. I wonder if she could suggest a change in the wording of your parking policy so she doesn't have to pay?

Officer response:

Objection noted.

Marske Inn Farm Strategic Site

DLP327

Full Name: W B Pearson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

The Plan as written appears to offer safeguards against the proposed housing developments threatening Marske notably (R/2013/0669/OOM), yet these do not prevent the application being considered. You state that 'There are are areas in the Borough with high demand for housing supporting high price range properties.' This is not the case in Marske since the downturn in local (Wilton and Steelworks) industry. On RightMove alone recently there were 533 houses for sale within a one mile radius of TS11. Northumbrian Water have stated that they can take no further surface run-off water into the existing drains. The proposed are is subject to flooding and development there will threaten existing areas in Marske. There are several brownfield sites close by so why is there a need to use a greenfield site that would destroy the character of Marske? There are NO good reasons to use the proposed area for extra, unwanted, unnecessary housing.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding

to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP376**Full Name:** Mrs L M Beadnall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I write again to send my strong objections to you of the proposal to place further housing etc in our village of Marske-by-Sea. My reasons being stated in my previous letter. In my 55 years in this village we never seem to get the funding and consideration of our neighbours. I specifically have asked for a reasonable bus shelter as the end of Hummershill Lane, and still have the letter telling me the Council did recognise it to be the coldest bus stand in Cleveland, but all to no avail, people still stand out in all elements awaiting a very unreliable bus service. No 81, which can be early, late on arrival. Please do consider carefully all the objections put forward. Please ask your Strategic Planning team to think very carefully before taking further action.

Officer response:

The Council's investment decisions are based on the Council's priorities at that point in time, based on the limited resources available. Policy TA3 seeks to improve bus routes, services and passenger facilities. Comments have been passed to the Area Management section regarding the provision of a new bus shelter at the end of Hummershill Lane.

Marske Inn Farm Strategic Site

DLP324**Full Name:** Mr Frank Corbett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Objects strongly to proposed development at Marske Inn Farm. Concerns over flooding. Additional buildings will only make flooding worse. Northumbrian Water has given warning of the serious problems that would affect members of the electorate living on Marske Inn Farm site in time of flood. This advice should not be disregarded by the Council.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP299

Full Name: Mrs Heather Douglas

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

I strongly object to the proposal to build 1000 new houses ABOVE Marske. The recent floods demonstrated that it would be irresponsible of the L.A to even propose this. Holding tanks would still have to discharge their contents somewhere - or are you relying on evaporation? I have film of the recent floods in Marske & if these conditions occur again 1000 extra houses could only worsen the situation - as well as being under virtually certain risk of flooding themselves - a fact which will not escape the insurance companies. The traffic through Marske is already heavy during rush hours and the railway bridge would be a natural bottleneck if the proposed traffic measures are implemented - the school run being one of the worst times as this proposed new town would not have a school

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand

for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

DLP297**Full Name:** Mrs Heather Douglas**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Marske is not a district - it is a village. 1000 new houses would increase the population by 1/3 & put pressure on all local services and infrastructure.

Officer response:

Marske is defined as a District Centre for the purpose of the town centre hierarchy as identified in Policy ED1. It is recognised that the development south of Marske will significantly increase the population of this village; however, it is one of the most sustainable sites within the Borough for new housing development. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP296

Full Name: Mr John Prest

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Dear Sirs, My wife and I wish to register - in the strongest possible terms - our objections to the Policy H 3.1 We believe this plan to be a gross dereliction of the Council's responsibilities to the residents of this town on the grounds that (i) the land was outside development limits for this area and should never have been included either as a draft or policy without a full enquiry into its necessity. The council claims to have a good supply of brownfield sites why then propose the loss of a valuable, arable, greenfield site for housing - much of which will be "executive" and therefore outside the definition of "affordable" housing for most residents; particularly with the well publicised and established negative growth in local population. (ii) We already suffer from water runoff from the high ground to the South of the town when heavy rain occurs; the building of 1000 houses on the this area will remove natural soak away for this rainfall thereby increasing FLOOD RISK to the town lying below the proposed estate - who will be responsible for the clear up when this occurs, certainly not the builders - they will be long gone! Not the council as they will absolve themselves of any responsibility. The proposed SUDS have a poor reputation from their operation in Redcar, over the last 2-3 years and it is apparent that Northumbrian Water Authority cannot guarantee any improved method of coping with the aforementioned runoff. (iii) Traffic impact on the already narrow High Street has and is being totally disregarded - pedestrians are already at risk; the proposed junction south of the railway bridge on the A1085 will simply make a bad situation much worse. This extra traffic entering the village will have to use Redcar Road from the east or come into the village via Longbeck Lane - a road well known in the area for its poor access at the junction with Redcar Road near the Mermaid Pub. (iv) Our schools will - we believe - only cope by cramming more children in classes which will overcrowd the building and class size. The attitude of the council in offering financial contribution to the current schools will hardly allow those same schools to offer the high quality education currently being enjoyed by children in those schools. (v) There will be little benefit to business community in Marske as residents in the new development are too far away from town centre to walk in and will travel by car to Redcar shops or Skelton Asda. (vi) Furthermore as Parking is already at a premium (the main car park is always full for most of the business day and Co-op car park is also well used), further development will compound this already serious situation. (vii) Finally - there has been so little consultation on this whole proposal as to make local democracy a complete joke!. No consideration has been given to change in the proportionality of this development to the current size of Marske, we can only believe it will destroy forever the existing character and atmosphere which has substantially been the reason we have stayed in our present house for some 45 years. I hope and believe the residents of Marske will oppose this proposal by any means they have in their power. Mr J. Prest & Mrs M.Prest

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway

line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including car parking to meet needs arising from the development. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement.

Marske Inn Farm Strategic Site

DLP292

Full Name: mr Stephen Readman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The site at Marske Inn farm is totally unacceptable for a large scale housing development. All brownfield sites should be used before resorting to greenfields, and whilst there may be a requirement nationally there is no need for this amount of houses locally until employment prospects improve. It will be of no benefit whatsoever to Marske and will only create more problems with schools, traffic and floods. As the Draft Redcar and Cleveland Infrastructure delivery plan September 2013 stated a new primary school on site is unlikely to be viable, yet it also stated existing schools had no space to extend and increased school traffic was an issue. The plan also implied a footpath would be required under the railway bridge reducing the road to a single lane, this would create gridlock into and out of Marske, with traffic backing up to both roundabouts. The Strategic flood risk assessment 2009 stated that there have been several flood issues in Longbeck as well as a groundwater problem in the area. I also think the hotel/pub/drive thru/petrol station idea is a smoke screen designed to take the heat out of the housing development complaints, which will be dropped/modified to pacify at a later stage. If an alternative is required (still not convinced !) developing Redcar racecourse would seem to be a way of keeping houses in town and maintaining the countryside.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will

be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP364

Full Name: Mr Peter Wensley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Objects to the proposed development. The development is outside development limits. The proposals would destroy good agricultural farmland. Increased traffic congestion. The proposals would result in a disproportionate amount of development for Marske. There is a population decline and therefore no need for this level of housing. Increased traffic on Longbank Road and A1085. There is no pedestrian footway along A1085 under the railway bridge and the increased traffic and numbers of pedestrians/cyclists using this route is likely to result in accidents. Greenfield sites should not be used if there is a good supply of brownfield sites available. Why does the DLP propose to extend development limits at Marske without consultation? Why does the DLP describe Marske as part of the conurbation? Why does the DLP say that Marske is one of many coastal/rural villages that characterise East Cleveland but then propose to destroy this with 1,000 houses. DLP proposes landscaped buffer to reinforce strategic gap to New Marske but this would be better reinforced by not narrowing it. Concerns over flood risk as NWL indicate that no additional water can be discharged into existing infrastructure. Storage tanks cannot be relied upon as the ones on the stray have discharged water onto the beach much more often than was envisaged.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community

Involvement. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP290

Full Name: Su Hutchinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to the proposal to build houses etc. at Marske Inn Farm. At the moment, Marske by the Sea has its own distinctive character which would be spoilt by the addition of so many more houses. People who live here now because of that very character will move elsewhere. I am worried about flooding as just recently Marske was effectively cut off for a few hours by flood water. That flooding risk will be worse if there are more houses. There will be traffic jams if lights are put in place at the railway bridge. Also there will be congestion at the Longbeck Rd / Redcar Rd. junction. It is a nbad junction now with Churchill Drive opposite, but will become much worse. Please take into account the opinions of thje majority of the residents of Marske and reject the proposal.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development

proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP289

Full Name: David Harris

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to these plans. These plans will totally destroy the distinctive character of Marske. When there are brownfield sites why destroy greenfield sites for housing. This area is noted for flooding. Northumberland water views are well known on this matter not only would flooding be localised but spread to other parts of Marske. The build up of traffic in the high street and Longbeck Lane areas would be totally unacceptable and create chaos. Once again I strongly object to these plans.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road

network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP281

Full Name: Mr Peter Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Development to south of Marske would affect its character considerably. It would exacerbate the existing flooding problems already experienced in Marske. It would have a detrimental affect on the quality of life for the whole of Marske. Despite the Council being willing to promote greener transport it would cause a massive increase in the number of cars commuting in and out of the area, as public transport not a realistic alternative. The Local Plan should concentrate on developing brownfield site and leave our green spaces for our future generations.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential

impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP349

Full Name: P Williams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Objects to the proposals. There are enough brownfield sites that can be used for development instead of this greenfield site. The area is prone to flooding. There are no jobs in this area to support more housing. Surrounding areas must be left green otherwise rural area is lost forever. The proposals would not generate local employment. There are numerous empty properties already available, no need for more. Road network is already congested.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population

stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP537

Full Name: Mrs G Dick

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a resident of Marske, this development will adversely affect my and my family's quality of life in many ways; the environment, education, traffic & safety and healthcare, see below. I wish to very strongly object to the proposed development in Marske. This building work which is proposing on the land at Windy Hill Farm, where there are drainage problems before it is even started. Water stands on that land which is clearly seen from the main road into Marske. The local schools will be bursting at the seams, New Marske Primary, which was amalgamated from two schools the infant and junior school in 2000 with the loss of many school places this was so the land could be sold by the R & C Council and houses built on it. Also Errington School was also amalgamated and the land is up for sale at this moment again the loss of many school places, so where will the children go? Bydales, a fine school, again has been built again and the loss of places there, did not the council envisage this building work was to happen, I do know that the Education department looks many years ahead so were they not consulted about this proposed build when the schools were made so much smaller. The traffic on the High Street will be a terrible headache, as some sort of pathway will have to be made to come under the railway bridge as at the present moment there isn't a footpath there and is dangerous now. Longbeck Lane junction into Marske will have to be sorted, I have used that for many years to my place of work and it has got gradually worse as time ahs moved on so what will it be like at between 08.00 and 08.45, when everybody is trying to get their kids to school. I have lived in Marske for many many years and am totally disgusted with the proposed plan.

Officer response:

Policy SD4 of the Local Plan seeks to ensure that development is designed to a high standard, including ensuring that development will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties. The impact of the development upon residential amenity will be assessed as part of the planning application. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon the natural environment will be made as part of the planning application process. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. It is an inevitable consequence of development that the proposals will result in additional traffic. However, the Council has sought to minimise this by locating sites in the most sustainable locations with good access to public transport and close to services and facilities to minimise the need to travel and the distance travelled. It is considered that the site is located in a sustainable location adjacent to two railway stations on the Saltburn to Darlington line and in relative close proximity to a range shops, services and community facilities. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane.

Marske Inn Farm Strategic Site

DLP663

Full Name: Mrs J G Shaw

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

The plan focuses primarily on Greenfield sites, rather than brownfield. It will reduce the appeal of our area. The extra housing is driven by developers rather than by demand. The type of housing on the main site, will predominantly have four bedroom detached houses on it. This is what the developer will look to build. These houses will not improve home ownership in the area. Brownfield sites developed in other areas of the borough such as Redcar and Greater Eston will enable smaller homes and homes more affordable to first time buyers. The problem is that developers won't make as their money in these areas so they are not as interested. Since 2006, agents working on behalf of the land owners of the South of Marske site have lobbied for development limits to be changed to the south of Marske. The proposals will cause great flooding issues in Marske if developed. The fact the whole local plans economic future rests on such a fanciful development is disturbing. The rural conurbation of Marske will be altered in both character and value. It is likely higher earners will move into Yorkshire away from Redcar and Cleveland due to the increased traffic congestion from this development. The Local Plan and the Economic Masterplan before it fail to mention high-tech or niche industry. They don't offer any alternative to the large industrial decline. The notion of creative industries has already failed in Redcar it doesn't offer enough money to purchase the kind of properties mentioned in the plan.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas

most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Economic Development section of the Local Plan seeks to support all aspects of the economy, including high tech and niche industries. Policy ED6 indicates that high tech and knowledge driven development should be focused at Kirkleatham Business Park and Cleveland Gate Business Park. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP447

Full Name: Mrs Catherine Lince

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We strongly object to the proposed development for 1000 houses at Marske Inn Farm. The continuation of building projects adjacent to our village (it is not a town, although it feels like one!) will cause untold misery not only for the residents of Marske but also those in outlying communities. Increased traffic will be problematic as we already have experience of delays caused by excessive numbers of people now commuting to work especially in the rush hour. I avoid these times even though an early start would be convenient for me. Return journeys from 4 o'clock to 7 o'clock are also out of the question. We despair of the loss of countryside around Marske, I understood that there would always be a green belt of land around us, it would appear that the council is ignoring this. Loss of flora and fauna would be disastrous, vast numbers of creatures are already in decline, has no one on the council seen Watership Down ? Increased volume of sewerage is also to be considered, we are concerned about the dangers of pollution. Flooding is an important aspect to consider, recently we had a critical situation as water cascaded down the High Street and collected in low lying areas . It has become particularly difficult since the new pedestrian crossings in the High Street have been installed. Whilst we understand the need to create a safe crossing area, the raised area of tarmac restricts the normal flow of rainwater leaving it to find its level in other areas inevitably creating the threat of flooding to shops and houses to either side. The land proposed for development is a natural soakaway for much of the rainwater coming down from the hills, it therefore seems logical to leave it as it is instead of replacing it with bricks, mortar and concrete.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type

and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP444

Full Name: Carole A Simpson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Policy H3.1: The proposed development is not in keeping with the village of Marske and will alter it out of all recognition. The proposal submitted is very different from that which the public were consulted on during 2012. There are already 5 public houses and 2 clubs in Marske, there is no need for additional licensed premises, there is already a petrol filling station on Longbeck lane and another at the Marske end of Saltburn, this is adequate. There is inadequate pedestrian access from the new development to the existing village amenities, a totally new crossing of the railway would be required and Network Rail cannot be expected to contribute towards this, indeed they should require considerable compensation for the disruption it would cause. The proposals for making a footpath under the existing railway bridge on the A1085 by installing traffic light controlled alternating traffic are, frankly, ridiculous. Such a move would cause considerable delays. At peak periods it can already involve a considerable wait to find a gap in the traffic to get from the station approach to Meadow Road. I understand that the current waste water system in Marske is not capable of economic expansion to accept the proposed development and that the geology of the land is unsuitable for a soil infiltration based drainage system. There would therefore be a very real risk of exacerbating the flooding problems that can occur in the area at times of heavy rainfall. The field immediately to the south of Longbeck level crossing demonstrates this point well. Because of the foregoing, it is my firm belief that the southern development boundary of Marske should remain alongside the railway line. The land to the south is good arable land which we require to remain for agricultural production.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already requires the resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements, prior to development taking place. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take

place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location.

Marske Inn Farm Strategic Site

DLP434

Full Name: Christine Cope

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

As a resident of Marske for the last 17 years I wish to object in the most strongest terms possible, to the proposed housing developments at Mill Farm Inn and Windy Hill Farm. Main Street which already very busy and is frequently congested from the Railway bridge to the island will be impossible. More houses = more cars. Parking within the centre of Marske is not enough to meet current demands " if visiting the library/ Doctors/ Dentist it is often impossible to find a space. More houses = even more demand for limited parking places. Building will create more potential for flooding with the related impact on insurance premiums etc Marske is not big enough to absorb the extra people the proposed development would bring into the area. As a resident of Marske, this development would adversely affect my family's quality of life in many ways; the environment, traffic & safety and place an unacceptable addition strain on local services.

Officer response:

Only surplus brownfield land at Errington Primary School has been allocated for housing development on Windy Hill Lane under Policy H3.16. No greenfield sites have been allocated for development on Windy Hill Lane. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including car parking to meet needs arising from the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category "A", which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to

improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP628

Full Name: Mr Graham Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Having read the Draft Local Plan, there are several good points attempting to regenerate East Cleveland over the next 15 years, however, some aspects do not seem to consider the opinion of the residents. As a Marske resident, the point that came to my attention is the plan for a development south of Marske, at Marske Inn Farm. There are several points that make this a bad idea, a few are as follows: 1) Marske is a flood prone area, and any proposed development can only make this worse - who would be liable for further flooding problems if the development goes ahead? The developers? The Council? The following clips show how bad the area floods without additional concrete surfaces and housing, the first one being Marske High Street: <http://www.youtube.com/watch?v=j8lgXaxh5-I> This one is the A174 Marske bypass close to where the development is proposed: http://www.youtube.com/watch?v=2_oy1vbUQxl (Preview) There is no proof that Sustainable Urban Drainage will prevent big problems in the future. Several houses north of the railway line flooded recently, with the rainwater coming from the saturated fields which the development would be on. 2) People choose to live in Marske as it is a village, with a village community. The new development is unlikely to contribute Marske's community and economy as it is so far out of Marske. The people of Marske do not want to be joined onto an urban sprawl - the green fields between Marske, New Marske and Saltburn maintain a village identity. In fact the DLP states that Marske has always maintained its own distinctive character - any plans to expand Marske to the area identified would destroy this character. 3) Access to Marske via both Longbeck Lane and the A1085 is limited already, and any further housing will lead to traffic congestion in and out of Marske. 4) Marske has in recent years seen expansion of Redcar on the Wheatlands and Mickledales estates whereby it is now separated only by a few yards. With other brown field sites available nearby, why is there a need to destroy our green space between the individual coastal villages? 5) There is little evidence of a real requirement for the new housing, since the population of the area is in decline. The local employment at the likes of Wilton site are now subject to the whim of multi-national corporates who could shut down and leave the area if they consider this inefficient. Whilst I wish to see this area prosper, there is no sound evidence from the council where any job growth and hence population growth will come from. These are just a few points highlighting real rationale why not to develop this particular area, and it appears that the DLP has not solicited any local opinion from Marske residents - this really must be addressed before any plans are passed.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to

services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP584

Full Name: David Legg

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Being a Marske resident of the adjoining estate north of the proposed siting of the housing development, I strongly object to the said development and I am seriously concerned as to the effects that building works will have on the drainage of surface water which will surely be too much for the existing drainage system at present. What has been done to address the problem? How will the surface water be drained away safely from existing properties such as mine to prevent flooding the area during and after construction. Regarding the scale of the housing development, I fail to see how 1000 extra houses, most of which cannot be sold, due mainly to lack of employment opportunities in the area, can benefit anybody who resides here in Marske. Also medical centres and schools are bursting at the seams, the road system in Marske centre is overloaded with traffic now so it will grid lock if this development goes ahead. Also access onto Longbeck Road will be a big problem. Where are all these extra people going to work? There is very little employment in the area. I believe Wilton was mentioned by the Council, I find this obviously ridiculous to think that is going to make any difference. I chose to live in Marske because of its history and green space surrounding, this development will ruin Marske if it goes ahead against the wishes of the existing residents, and we all know that it is being pushed along for pure monetary gain by certain individuals within Redcar Cleveland Council who are treating residents with contempt.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 4, which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any

services and community infrastructure enhancements required to meet needs arising from the development. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP556

Full Name: Mrs Linda Daniel

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the Draft Local Plan regarding how it would affect Marske for the following reasons: brownfield sites should be used first; Marske should not be in the conurbation; there are not enough jobs to support the amount of housing; the amount of housing proposed is not needed; impact on village character; impact on environment; impact on tourism; traffic; lack of infrastructure; drainage issues; impact on conservation area; loss of habitat and biodiversity; impact on strategic gap; impact on views of countryside.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy indicates that the proposals will be expected to provide a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking account the impact of the development on the landscape. In addition, the policy requires a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 which reinforces the strategic gap with New Marske. Detailed consideration of the impact of the proposals upon

the natural environment will be made as part of the planning application process. It is an inevitable consequence of development that the proposals will result in additional traffic. However, the Council has sought to minimise this by locating sites in the most sustainable locations with good access to public transport and close to services and facilities to minimise the need to travel and the distance travelled. It is considered that the site is located in a sustainable location adjacent to two railway stations on the Saltburn to Darlington line and in relative close proximity to a range shops, services and community facilities. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. Due to the physical and visual separation of the site from Marske Conservation Area provided by the railway line, it is considered that the development is unlikely to have an adverse impact upon the conservation area. However, the proposals will be assessed against Policy HE1 as part of the planning application process to ensure that any impacts are acceptable. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The potential impact of the Local Plan on the loss of a view is not a material planning consideration and therefore cannot be taken into consideration in the preparation of the plan.

Marske Inn Farm Strategic Site

DLP634

Full Name: Mr Derick Harvey

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

We wish to object to the Draft Local Plan for the following reasons; Our main concern is the increased flood risk as Northumbrian Water states that existing drains are at full capacity and storage tanks are going to have to be used. Existing tanks on The Stray failed to work in the recent flash flood and some properties very close to us suffered horrific flooding. Marske by Sea is very susceptible to rainwater flooding as stated in the British Geological Survey. Traffic. There will be increased traffic in the High Street due to the narrow roads, also at the junction of Redcar Road and Churchill Drive where the existing traffic at rush hours is unbearable. Education. Existing schools in Marske and New Marske will be up to capacity by 2018 and there are no plans to build new schools. Housing. Due to the collapse of the housing market and downturn of the economic situation new housing is not required. The proposed development of the housing does nothing to enhance the character of Marske by Sea.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand

for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP372

Full Name: Mr Harold E Vickers

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to proposed housing site. Need arable land and greenfield land around Marske. Marske should be kept as a rural village. The plans will cause flooding, extra traffic, congestion and overcrowding in schools and doctors surgeries. Use brownfield land for development.

Officer response:

The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable,

subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP482

Full Name: Mrs Carole Sanders

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like to express my concern and objection to the proposed development of a green field site on the outskirts of Marske. I bullet point my concerns below:- Why is a greenfield site being used for development? Use the brownfield sites. Allow nature to flourish around the borders of Marske. We are a small coastal town, with a village community. We don't want to be a part of another larger town. Allow us to preserve our own identity and character. We don't need to be bigger to be better. - The same applies to Saltburn & New Marske, I am sure they too would like to maintain their own unique distinctive characters. - Think about the wildlife, their habitat. Why can't the land be farmed? We don't want to lose yet another piece of farmland to development. - Why do we need new houses? And executive ones at that. We are an area which is struggling with employment, unfortunately we can no longer rely on Wilton or British Steel -no jobs means a reduction in population. - There is a real problem in this area with flooding. Water off the hills, comes down from New Marske and heads for Marske. This area of land is regularly under water. The amount of water pouring off it and on the roads is a sight to be seen. What happens if you build on it? Where is the water going to go? The existing drains are already struggling. - Traffic congestion. 1000 more houses could equal 2000 more cars in that area. Marske High Street and Longbeck Lane are already congested. The junction at Redcar Road / Churchill Drive is a nightmare at the best of times. - No new school in the proposed development! Two very good primaries will be oversubscribed. Bydales will also struggle. Why should children from Marske be expected to go further afield for their education? Leaving friends. Getting buses etc. Having to travel any distance will affect the quality of their education, missing out on the extras of school life, particularly after school clubs. I like Marske, just as it is. We are very lucky. The fabulous Stray. Our glorious beach. Cliff tops and fields which stop us becoming part of other villages. Being separate from New Marske is important, it is good to see the "gap" between us and it is important that this "gap" remains "a green and pleasant one". Our environment is glorious, don't destroy it by covering it in bricks and mortar. Housing is not the facelift we need, it will not make us more attractive, we are perfect just as we are.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from

main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Marske Inn Farm Strategic Site

DLP449

Full Name: Ian Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I wish to object to the proposed housing developments at Marske. The population in this area is not increasing and at present there are over 500 properties for sale in the TS11 postcode area. If housing is provided for another 3000 to 4000 residents where are they going to find work in an area of high unemployment? Additionally the development area is prone to flooding. Please refer to the British Geological Survey Groundwater Flood Risk Susceptibility Map for the area. 'Reclaiming and reusing derelict land. Marske has always maintained its own distinctive character'. This would be completely compromised by your Housing Plan, not just to the detriment of Marske, but to the detriment of the whole of East Cleveland. Before any development on this scale is allowed to take place you need to ensure that the existing housing stock is saleable, new stock is built on brownfield sites and there is DEMAND for this sustained by new jobs. ONS stats show that unemployment in R&C is running at 11.9%. Also the congestion problems have not been considered with regard to getting in and out of Marske or along the single carriageway from Saltburn towards Redcar, or the congestion issue that your planned single carriageway at Marske railway bridge will inevitably create. At peak times the junction of Longbeck and Marske Road creates congestion as it is now before any further development takes place. Increased primary and secondary school capacity In Marske and New Marske would be required which appears not to have been addressed. Marske which is a village with its own character which is under threat by this development and will just become part of a further urban sprawl and loss of countryside. Please remember that as a council you are there to represent and work on behalf of residents and the electorate. Any actions taken against their wishes are both arrogant and undemocratic.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been

necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. Policy TA2 also includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3.

Marske Inn Farm Strategic Site

DLP554

Full Name: Mr Peter Galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Object to proposed development. It is outside development limits and in a strategic gap. The scale of the development is disproportionate to the size of Marske. The population of Redcar & Cleveland is declining so why are 1,000 houses needed here? It will not create population retention but will create a dormitory town adjacent to, but not connected to Marske. Impact on wildlife. Why haven't brownfield sites been assessed as an alternative? Concerns over flood risk. Only the land owner will benefit and not the residents of Marske. Go back to policy of developing brownfield sites in preference to greenfield sites. Remove Marske from the conurbation area. Contradiction in the plan by saying that Marske has its own identity, but then including it within an area of urban sprawl. Land should be preserved as agricultural land. The DLP should embrace the principal of local government for local people.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. Whilst it is noted that the scale of the development would be significant, it has been necessary for the Council to identify a strategic housing site of this scale to enable the delivery of a sufficient supply of housing to meet the identified housing needs of the borough across the plan period. After assessing several options in the conurbation area, which is the main focus for employment, population and development within the borough, the site was considered by the Council to present the most sustainable and acceptable option. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location.

Marske Inn Farm Strategic Site

DLP613

Full Name: Cllr Tristan Learoyd

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I register my objection to the Draft Local Plan. I can be more expansive in my reply if required at a later date. 1. Lack of appropriate development strategy. The plan focuses primarily on Greenfield sites, rather than greenfield. It will reduce the appeal of the area. The extra housing is driven by developers rather than demand. The type of housing on the main strategic site, South Marske, will have predominantly have four bedroom detached houses on it. This is what the developer will look to build. These houses won't improve home ownership in the area. Brownfield sites developed in other areas of the borough such as Redcar and Greater Eston will enable smaller homes and homes more affordable to first time buyers. The problem is that developers won't make as much money in these areas so aren't interested. Since 2006 agents working on behalf of the land owners of the South of Marske site have lobbied for development limits to be changed to the south of Marske. Despite lack of need, the areas population is shrinking, officers and councillors are capitulating to the demands of this land owner. That site will cause immense flood problems in Marske if developed. The houses built on the site itself will likely be uninsurable. The fact the whole local plans economic future rests on such a fanciful development is alarming. The rural conurbation of Marske will be altered in character and value. It is likely higher earners will move into Yorkshire away from Redcar and Cleveland due to the increased traffic congestion from this development.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Tees Valley 2012 Strategic Housing Market Assessment (SHMA) provides the most up-to-date assessment of housing needs and aspirations in the borough and has been used to inform the policies within the plan. The plan overall seeks to meet the range of housing needs for different types of market and social housing, including increasing the supply of larger detached dwellings. The policy indicates that the development will be expected to provide a broad and appropriate housing mix, including the provision of affordable housing on-site. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already

recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

DLP416**Full Name:** Steven Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Regarding the above development proposal I wish to object to this for the following reasons, and also fail to understand why we, the local residents, have not been consulted. I have only learned of this proposal from the local Liberal Democrats. And whilst I knew nothing about it, apparently you had a 'drop in' meeting at Guisborough? Hardly local. I do believe the proposed development would cause severe problems for the existing residents of this estate. I believe most strongly that the loss of green space, loss of privacy, traffic increasing on already congested small roads, quite apart from the noise, would be disastrous. I would also wonder why any new development cannot be built on existing brown field sites? Why is the Council considering building on Greenfield sites outside of the development limits? I also feel that the following points are of note: that this would be a loss of green space used by local residents for recreation and dog walking and that it would mean a loss of privacy to a greater number of residents. I also feel that the local network of roads is already overloaded and that this site would greatly increase traffic congestion and reduce road, and pedestrian, safety. The existing roads are bad enough, and especially in the winter, downright dangerous. An increase of an estimated 500 cars along these roads would be a disaster. On these grounds, I strongly object to these, and to any future planning applications that may be submitted and would appreciate a response to the points made above.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan.

Marske Inn Farm Strategic Site

DLP417

Full Name: Mike Gelder

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like to lodge a formal objection to the proposed development at Marske by the Sea in the Local Draft plan. The reasons being:- (1) The area of the proposed development is a natural attenuation tank this reduces the amount of flooding in Marske. There has been two incidents of flooding in the Longbeck area and the High Street in the past 10 months. The development will considerably make the flooding situation worse. The proposed holding tanks, soak away and permeable paths will be of limited value if, the area was urbanised as per the planning application. Can the developers demonstrate in view, of the erratic weather conditions that now occur, that the urbanisation of the area and the planned soak aways will improve the flooding situation Marske? Can they guarantee that the natural attenuation will be less the flooding risk, using soak ways etc? Who is to maintain the facilities that are proposed? These facilities trap hazardous contaminants that are entrained by the surface water. Northumbria Water have publically stated that the water courses that the soak ways would discharge to are at capacity. The situation will occur when the soak aways are overloaded and will flood into the COMBINED SEWER system. Many manholes leak throughout Marske in public areas and private dwellings this development will compound the problems. This will have an affect on bathing water quality (B.W.Q) at Marske Sands. Redcar and Cleveland B.C. have put notices at Marske Sands to warn the public about the event of raw sewage being discharged on the beach area. (2) A road bypass was put in to relieve the traffic at Marske many years ago. Is the planning application going to compound an already congested Marske and resulting in tragic and associated car pollution and road safety issues? (3) There will be a considerable increase in the school population at all levels. Initially, the original plans discussed building a school. The proposal from West Midlands Pension Fund (W.M.P.F) says that a financial contribution will be made to Redcar & Cleveland B.C., what happens when the money is spent, the pupils of Marske still have to be educated within a higher school population. Can this be a sustainable example of social gain for the next generation of Marske children? (4) There are many empty houses within the area of the type proposed. Do the residents of Marske need more houses? The supply of houses exceeds demand! Are the council in favour of increases demand that is not there? (5) The area needs sustainable economic development to stimulate demand within the area not empty houses. This does not appear to be an area of success on behalf of the council. At a recent consultation meeting with council officers it was implied that the jobs would be created at the Wilton site, jobs are being shed here! (6) The proposed development will considerably affect the quality of life of the residents of Marske in many ways for young and old e.g the strain on G.P. healthcare. I would be grateful, if you will take into count these issues that I have raised in this objection letter, into your local development plan process.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy has identified that there will need to be a resolution of water supply, sewerage and drainage requirements including off-site infrastructure enhancements to allow

the site to come forward for development. The Council will closely liaise with Northumbrian Water to ensure that the proposals are acceptable and would not result in an unacceptable impact upon water quality. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is

greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development.

Marske Inn Farm Strategic Site

DLP406

Full Name: Maureen Gamlin

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to development for the following reasons: the consultation was inadequate; the plan does not prevent the application being considered; there is no housing need; there will be a large impact on village character; traffic impact; flooding issues; there are no jobs to support the development; this is greenfield land; the site is on within a Strategic Gap; impact on local services; brownfield sites should be used first.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for

groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP413

Full Name: Alison Moses

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I would like say do you think the TWO rather catastrophic floods in Saltburn was an act of god?..... Personally if you do then you should remove yourselves from any other planning....I have been involved in Saltburn since I was 1 years old ...so since 1959 and never ever has it been so bad...the 1963/64 winter did not create such devastation .As Planners surely, and I say this with hand on heart, surely you looked at rain fall, or snow fallwe are on the edge of a huge North Yorkshire Moor.....Skelton is a high point....who the hell thought sticking hundreds of houses in the midst of a natural moor drainage thought there wouldn't be consequences...and it's not going to get any better unless you put massive drain tunnels straight to the sea. I know you want to sell of land and pension people wish to sell but for god sake be sensible...we are on a massive MOOR, which Mother Nature dictates, not us! You have to think about seriously taking out further fields for development...because I will say YOU have created a massive problem building Skelton and if you carry on you will destroy a great deal more - communities!

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place.

Marske Inn Farm Strategic Site

DLP412

Full Name: Michael Smulders

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

I strongly object to the proposed housing development to the South of Marske-by-the-sea which is contained in your Draft Local Plan document. I fail to see why it is necessary to build on green belt land when so many brown field sites are available, especially with a falling population as stated in your own document. The proposed development will be a blight on the landscape and increase the flood risk on an already vulnerable area. I am yet to meet anyone who thinks this is a good idea and in my view the scheme is being pushed through by the local Council for their own benefit with increased Council Taxes etc. I have to commute to work along the bypass everyday and the traffic is already ridiculous. How will 1000 extra homes improve this situation? The beauty of living in Marske is the "village feel" to the place. This will be completely lost if this development is given the green light with the population set to increase by over a third. I strongly urge you to reconsider this development.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the

site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085.

Marske Inn Farm Strategic Site

DLP407

Full Name: Elaine Flanary

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Please note my strong objection to the DLP for land at Marske Inn Farm! 1. Why not use brownfield sites, there is a good supply of these. 2. Loss of highly productive arable land in times of high food prices. 3. Our village will become a part of a huge urban sprawl. 4. Who will buy them when unemployment is already at 11.9 % in this area. 5. The population of the area is in decline because there are no jobs. 6. People won't move to an area that has no job prospects. 7. A ghost estate could be made, with empty houses no one can afford to live in because there are no jobs to fund them. 8. Significant increase of flooding in an area already prone to such. 9. Increased traffic congestion and delay in emergency vehicles gaining access to our village. 10. Overcrowding in our schools. I could go on ad nauseum, but won't. Make note of my strong objection to this absurd DLP that Redcar and Cleveland council propose.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period)

or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP402

Full Name: Emma Thornton

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to development for the following reasons: Marske should not be in the conurbation; the site is outside development limits; environmental impact; not enough local open space; flooding issues; traffic impact; the need for affordable housing; impact on strategic gap; lack of current mortgage finance; impact on village character; there is no need for this amount of housing; there are no jobs; brownfield sites should be selected first; the site is good agricultural land; not enough school places, impact on village identify; and impact on biodiversity.

Officer response:

The existing policy framework includes Marske within the conurbation. No changes are being proposed through the Local Plan. The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3. The policy identifies the site as a strategic development site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The site will therefore contain a number of facilities which residents will require to meet most of their day to day needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development

away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. The Council has prioritised the allocation of previously developed land for development. However, as there is an

insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The site comprises of predominantly Grade 3b land within the Agricultural Land Classification, which is not considered to be the best and most versatile agricultural land. Whilst some of the site is considered to be Grade 3a, it is considered that the loss of these relatively small areas of higher quality agricultural land would be outweighed by the benefits of the development in helping to meet identified housing needs in a sustainable location. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

DLP652**Full Name:** Mr Neil Cookson**Organisation:** North East
Archaeological
Research Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Significantly more is needed about the archaeological requirements at this site. It is likely in our opinion that archaeological remains will be present outside of the scheduled area, to the west (and will need to be the subject of prior evaluation). It is also important that the future of the scheduled monument is considered as an integral part of the development at the design stage (not just screened from it); also that long term maintenance and presentation of the monument is secured by any approved scheme.

Officer response:

The policy will be amended to include more information on the archaeological requirements, including the need to undertake a prior evaluation of archaeological remains on the site. Reference has been made in the policy with regard to the need to agree a package of measures to conserve and enhance the appreciation and understanding of the scheduled monument. The Council will work closely with English Heritage to ensure that the impact of the development upon the scheduled monument would be acceptable and that its future is secured.

Marske Inn Farm Strategic Site

DLP1744

Full Name: David Ruff

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1770

Full Name: Mrs J Dewse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1752

Full Name: S Kilvington

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1751

Full Name: C L Collinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1749

Full Name: Graham Elston

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1748

Full Name: Gayle Scott

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1754

Full Name: Joan Russell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1746

Full Name: Peter Elston

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required.

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DLP1755**Comment summary:****Officer response:****Full Name:** T Dodds

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Organisation:**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No

Marske Inn Farm Strategic Site

DLP1745

Full Name: Mr J G Goodridge

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1743

Full Name: G D Evans

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required.

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Marske Inn Farm Strategic Site

DLP1742

Full Name: Joan Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1741

Full Name: Mr A Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1740

Full Name: D T Russell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1739

Full Name: C Dewse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be

sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Marske Inn Farm Strategic Site

DLP1747

Full Name: Gillian Truran

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1762

Full Name: Norma Hensby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1699

Full Name: M Sherwood

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1768

Full Name: Mrs R A Q Hutton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1767

Full Name: Mrs S Smulders

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1765

Full Name: Michael Smulders

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1766

Full Name: Anne J Beckley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1753

Full Name: Helena Kilvington

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1763

Full Name: Barry Gorman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1736

Full Name: Steven Happer

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1761

Full Name: M J Jones

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1760

Full Name: Ray Hensby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1759

Full Name: Jeffrey Carvell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1758

Full Name: Anne McGeary Carvell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1757

Full Name: Elaine Stephenson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1756

Full Name: Nicola Sylvester

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1764

Full Name: Mrs S Widdowson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1706

Full Name: Andrew Dobbs

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1716

Full Name: Mrs M Wilkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be

sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Marske Inn Farm Strategic Site

DLP1715

Full Name: M Galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1711

Full Name: K Bath

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1710

Full Name: N Short

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1709

Full Name: R Midgley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1738

Full Name: J M Gibbin

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1707

Full Name: Jake French

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1720

Full Name: Mr Unkown Unknown

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1705

Full Name: M Jobling

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1704

Full Name: A Collins

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1703

Full Name: Mark C

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1702

Full Name: R Harrison

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1701

Full Name: R Scott

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1700

Full Name: Stephen McCartney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1708

Full Name: M York

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1727

Full Name: Alan Backhouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1771

Full Name: Mr D A Ruddock

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1735

Full Name: David Baker

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1734

Full Name: D G Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1733

Full Name: Mr D Whiley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1732

Full Name: M McClelland

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1731

Full Name: N Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1652

Full Name: J R Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1728

Full Name: W A Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1719

Full Name: Miss T Galloway

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1726

Full Name: J Elgie

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1725

Full Name: Mrs E Leng

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1723

Full Name: Mrs B Gibson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1724

Full Name: Mrs M Taylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be

sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Marske Inn Farm Strategic Site

DLP1722

Full Name: David Jones

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1737

Full Name: Brian Gibbin

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1730

Full Name: A Biggs

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1812

Full Name: Patricia J Finch

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1769

Full Name: R R Hutton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1818

Full Name: W Lownsbrough

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1817

Full Name: Mr Cable C

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1816

Full Name: P Mulley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1815

Full Name: William Virgo

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1820

Full Name: J Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1813

Full Name: Brian Lowe

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1821

Full Name: Occupier

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1811

Full Name: G H Sunley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1810

Full Name: Mr Robert Pickering

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1809

Full Name: B Harvey

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1807

Full Name: M A Stephens

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1808

Full Name: David Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1806

Full Name: B Fisher

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1814

Full Name: Z Pippen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1830

Full Name: Angela Durham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1516

Full Name: Edith Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1541

Full Name: Charlotte Dadd

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1836

Full Name: Mr Iveson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1835

Full Name: R Pearson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1834

Full Name: Occupier

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1819

Full Name: Mr Eric Boon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1831

Full Name: Olly Durham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1803

Full Name: Mrs C Blythe

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1829

Full Name: M A Kirkby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1828

Full Name: C G Kirby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1827

Full Name: M Walpole

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1826

Full Name: M Stubbs

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1824

Full Name: J Leahy

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1822

Full Name: C Adams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required.

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Marske Inn Farm Strategic Site

DLP1833

Full Name: John Surrey

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1779

Full Name: Heather Lofthouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1786

Full Name: J M Ranson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1785

Full Name: D Ranson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1784

Full Name: L Barnett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1783

Full Name: Luke Bell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1782

Full Name: Anne Gordon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1805

Full Name: S Garner

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1780

Full Name: D Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1790

Full Name: S C Pippen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1778

Full Name: Victoria Willis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1777

Full Name: Ben Willis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1775

Full Name: D Elston

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1774

Full Name: Alan Barrhouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1773

Full Name: Mr C Castagnoli

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1772

Full Name: J McBurney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1781

Full Name: B Harrison

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1795

Full Name: D Johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1823

Full Name: C M Boustead

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1802

Full Name: M McBurney

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1801

Full Name: M Mathewman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1800

Full Name: Janet Pippen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1799

Full Name: Esther Jameson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1798

Full Name: J Pippen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1787

Full Name: Gill Atkins

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1796

Full Name: S Pippen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1788

Full Name: Sarah Spedding

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1794

Full Name: J Quinton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1793

Full Name: A Johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1792

Full Name: M A Chapman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1791

Full Name: A Hobden

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1789

Full Name: M E Snowdon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1804

Full Name: Ruth Barnes

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1797

Full Name: J R Sunley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1589

Full Name: H Prouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1596

Full Name: John Parker

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1595

Full Name: K Pears

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1594

Full Name: B Pears

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1593

Full Name: Lynne Naylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1592

Full Name: Darryl Naylor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1576

Full Name: S D Cooper

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1590

Full Name: David Prouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1599

Full Name: D Roberts

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1587

Full Name: Maria Prouse

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1586

Full Name: Alison McGaw

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1585

Full Name: Jessica Appleton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1584

Full Name: G S Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1582

Full Name: J Wells

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1625

Full Name: Ruth Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1591

Full Name: Margaret Lea

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1610

Full Name: G Pickavance

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1623

Full Name: Mrs B Pidgeon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1621

Full Name: Mrs D Pearson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1619

Full Name: Mr D Harper

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1617

Full Name: Paul Nicholson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1616

Full Name: J Etherington

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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DLP1614**Full Name:** Miss J Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because we do not need anymore houses. There will be too much traffic on already very busy roads.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP1597

Full Name: Brian Mounton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1611

Full Name: A Millard

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1598

Full Name: P Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1608

Full Name: D McCamlie

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1606

Full Name: D Skelton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1605

Full Name: M Olushola

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1607**Full Name:** Mr Heath Bower**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No

Comment summary:

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1604

Full Name: Linda C Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1577**Full Name:** Y Rate**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP1612**Full Name:** Olwyn Schubert**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because there will soon be no spaces left for future generations.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Accessible open space will also be required as part of the development in accordance with Policy N3.

Marske Inn Farm Strategic Site

DLP1548

Full Name: Virginia Wood

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1543

Full Name: D Elvis

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1555

Full Name: M Watson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1553

Full Name: V A Wakefield

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1552

Full Name: Sharon Bell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1551

Full Name: Barbara Ball

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1580

Full Name: R Cooper

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1549

Full Name: Mrs Pearson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1557

Full Name: M P Yates

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1547

Full Name: J McNaught

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

No need for this amount of new housing, as there are lots of houses for sale in the area. New development is often designed poorly and does not reflect local character and distinctiveness. Increased congestion. The area is prone to flooding as shown on by the British Geological Survey Groundwater Flood Susceptibility map for the area. Development should be on brownfield sites and not greenfield. The site is not located close to the main employment areas, thus reducing the distances people need to travel. The plan will not safeguard and enhance Marske district centre. The plan would damage the distinctive character of Marske. Housing plan will not help diversify the economy. Housebuilding jobs would be temporary and jobs in proposed hotel, pub/restaurant, drive-through and petrol filling station would be minimal and low paid. The plan would harm biodiversity and geodiversity interests. The proposals would damage the strategic gap between Marske and New Marske. No plan to create new jobs, healthcare or education provision, so existing services will be put at risk. Marske should not be included within the conurbation area. High density housing is not appropriate in Marske. Proposed single carriageway under Marske railway bridge would make congestion worse.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across

the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has prioritised development on the most sustainable sites to meet identified housing needs, whilst ensuring that sites are viable for residential development and have a realistic prospect of being delivered within the plan period. The Local Plan seeks to support economic growth and job creation alongside providing an adequate supply of housing to meet identified needs. House building is a key economic sector, with housing development and economic growth intrinsically linked. The proposals are likely to increase the usage of Marske district centre and enhance its vitality and viability as a result. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development.

Marske Inn Farm Strategic Site

DLP1546

Full Name: Martin Wood

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1545

Full Name: M Jenkins

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1544

Full Name: C Kennedy

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1698

Full Name: D Hartas

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1825

Full Name: Kevin Walpole

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village. Brownfield sites should be prioritised over greenfield sites in accordance with the NPPF and the Council's own draft plan.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1550

Full Name: J A Ayton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1563

Full Name: J Allan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1575

Full Name: D Retchless

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1574

Full Name: S A Antill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1573

Full Name: R Antill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1572

Full Name: B Etherington

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1569**Full Name:** Mrs V Cooper**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP1570**Full Name:** Mrs A Crow**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1554

Full Name: Matthew Collinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1565

Full Name: Marjorie Allan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1556

Full Name: Joe Baldwin

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1542

Full Name: M Foster

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1562

Full Name: C Seaman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1560

Full Name: D Seaman

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1559

Full Name: C Moore

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1558

Full Name: J L Yates

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1581

Full Name: A Wells

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1566

Full Name: J G Spencer

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1678

Full Name: F G Bowers

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1680

Full Name: Miss D Scarlett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: its ineffective as it does not stop the application being considered; there is no housing demand; impact on village character; traffic; flooding; brownfield sites should be used first; there is no enough jobs; impact on biodiversity, geo-diversity, impact on strategic gap, impact on local services; and the high density proposed is not appropriate.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

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Marske Inn Farm Strategic Site

DLP1675

Full Name: S Dowson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1674

Full Name: Ronald Duncan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1673

Full Name: G Levett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1679

Full Name: D Short

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1672

Full Name: Rachael Maguire

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1664

Full Name: P Stewart

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1670

Full Name: J Gordon Corker

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1683

Full Name: John Magor

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1669

Full Name: S G Lilley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1668

Full Name: F E Johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1677

Full Name: Cynthia Bowers

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1666

Full Name: I Nairn

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1667

Full Name: A Nairn

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1665

Full Name: S Stewart

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1671

Full Name: Mr P J Dye

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1690

Full Name: L Davey

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1697

Full Name: Mrs Kathleen Arthur

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1696

Full Name: Derek Arthur

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1578

Full Name: M Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1695

Full Name: Paul Bennett

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1628

Full Name: C Manghan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1693

Full Name: Caroline Mahan

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1681

Full Name: Mrs SE Papprell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: its ineffective as it does not stop the application being considered; there is no housing demand; impact on village character; traffic; flooding; brownfield sites should be used first; there is no enough jobs; impact on biodiversity, geo-diversity, impact on strategic gap, impact on local services; and the high density proposed is not appropriate.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1691

Full Name: P Wilson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1682

Full Name: E Read

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1689

Full Name: Elizabeth Lannon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1688

Full Name: J Haywood

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: its ineffective as it does not stop the application being considered; there is no housing demand; impact on village character; traffic; flooding; brownfield sites should be used first; there is no enough jobs; impact on biodiversity, geo-diversity, impact on strategic gap, impact on local services; and the high density proposed is not appropriate.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1687

Full Name: E Spall

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1686

Full Name: Diana Boyes

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1684

Full Name: G Riley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1685

Full Name: MR Fitzgerald

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development for the following reasons: its ineffective as it does not stop the application being considered; there is no housing demand; impact on village character; traffic; flooding; brownfield sites should be used first; there is no enough jobs; impact on biodiversity, geo-diversity, impact on strategic gap, impact on local services; and the high density proposed is not appropriate.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1694

Full Name: B Lownsborough

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1692

Full Name: C Kasper

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement.

Marske Inn Farm Strategic Site

DLP1648

Full Name: Peter Allan Russell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1630

Full Name: Steve Travill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1633

Full Name: M Gill

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1635

Full Name: P G Bacon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1636

Full Name: Matthew Fitzgibbon

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1637

Full Name: K Potter

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1638

Full Name: S M Dunning

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site**

DLP1641**Full Name:** Mr & Mrs Leggett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because we don't need more houses - no infrastructure to support what we have now.

Officer response:

The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1642

Full Name: Irene Green

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

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Marske Inn Farm Strategic Site

DLP1643

Full Name: Peter Hanson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1631

Full Name: M Jones

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1647

Full Name: M E Welch

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1632

Full Name: Derek Hudson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1649

Full Name: C McNaught

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1650

Full Name: Tom Ridley

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1658

Full Name: Eileen Leonard

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1663

Full Name: V J Newell

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1661

Full Name: P Anderson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1660

Full Name: R L Calvert

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1646

Full Name: M Jenkinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1676

Full Name: M Cox

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Consider the Draft Plan as written ineffective as it appears to offer safeguards against housing development, such as that proposed at Marske, yet these do not prevent the application being considered. No demand for housing in Marske, as there are lots of properties for sale. Proposals would impact upon local distinctiveness. Traffic and congestion would be increased. Proposed development is in an area of flood risk and does not support the reclaiming and reusing of derelict land. The proposed development would not allow people to live closer to their place of work, shops and services, therefore the development would add to congestion. Plan does not prioritise development on previously developed land. Proposals would harm Marske district centre. Proposal will create very limited employment opportunities for new residents. Plan will not safeguard biodiversity and geodiversity or open areas in and around the town. It will remove a large tract of arable land close to a nearby wooded area. Proposal will not protect and enhance Strategic gaps between Marske and New Marske; Marske and Saltburn, and the green wedges in the conurbation. Population is declining and is a high unemployment rate. No plan to create jobs in advance of the housing. Local services would be put at risk. High density housing is not appropriate in Marske.

Officer response:

A landowner is able to make a planning application for development on their land at any point in time and it is the Council's legal duty to assess the merits of that planning application in accordance with the development plan. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood

Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The proposals would likely increase the usage of Marske district centre, having a positive impact upon its vitality and viability. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Whilst it is recognised that the proposals would result in a narrowing of the strategic gap between Marske and New Marske, the policy indicates that a deep planting buffer will be provided towards the A174, which will help to reinforce the strategic gap and retain its integrity. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The policy indicates that the housing element of the site should achieve an indicative overall density of 30 dwellings per hectare. This is not considered to be high density and would be consistent with existing housing densities within Marske.

Marske Inn Farm Strategic Site

DLP1651

Full Name: T A Duffew

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1657

Full Name: Mrs O Connorton

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1656

Full Name: E G McMaster

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1655

Full Name: Patricia Hitchen

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1654

Full Name: M B Whittaker

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1653

Full Name: Mrs A Pepper

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Marske Inn Farm Strategic Site

DLP1659

Full Name: Steven Johnson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to the proposals. The site is prone to surface water flooding and the proposals would exacerbate this problem. Increased traffic congestion. Increased pressure on local services and infrastructure, including local schools and health centres. There has been insufficient consultation on the proposals. The site is arable land which could be home to wildlife and birdlife. The area has already been over-developed and the development would ruin the character of this traditional North Yorkshire fishing village.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required

to meet needs arising from the development. The primary school projections show that there will be sufficient surplus capacity within the existing primary schools in Marske and New Marske to accommodate the demand for additional places over at least the short to medium term. The policy also indicates that provision of a new primary school can be achieved on the site to meet longer term needs. It is understood that Bydales School will have sufficient surplus capacity to accommodate the increased demand for secondary school places throughout the course of the development. The Council expects developers to carry out a genuine and meaningful consultation with local residents, interest groups and recommended/statutory consultees at an early stage, as set out within the Council's adopted Statement of Community Involvement. However, there is no legal obligation for a developer to undertake pre-application consultation and it can only be encouraged by the Council. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Marske, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The Council will also hold a 6 week consultation on the Publication draft of the Local Plan. Notification will be sent to those on our consultation database to inform them of the consultation, including anyone who has commented on the draft Local Plan. All of our consultation procedures are set out in the adopted Statement of Community Involvement. In accordance with Policy N4 of the Local Plan, and other relevant legislation, impacts on biodiversity and geodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-through restaurant or petrol filling station. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

Section/Policy**Policy H 3.1****Marske Inn Farm Strategic Site****DLP904**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This policy provides a detailed indication of the development aspirations for the strategic site at Marske Inn Farm. The intention to provide a major mixed use development scheme (part a.) supported by a strategic masterplan, can in principle be supported as a coordinated mixed use scheme should help to deliver a more sustainably accessible development and reduce the need to travel. However, the delivery of 1000 dwellings is significant and while relatively distant from the SRN, it has the potential to impact on the SRN. The Agency has been consulted on this site as a formal planning application. The Agency has undertaken a full review of the development proposals with regards to its impact upon the SRN. The Agency has subsequently formally responded to the application with no objections. It should be noted that the application has an impact upon the SRN but it is deemed to be accommodated within existing capacity on the network and should not have any adverse effects upon the safe operation of the network and its junctions. Assuming that this application passes through planning committee then it will then be taken into account as a committed development within the Agency Strategic Infrastructure study.

Officer response:

Comment noted.

DLP1153

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Sites H3.1 and H3.2 have been identified as strategic sites, each delivering 1,000 residential units and supporting services. Natural England note H3.1 is located within 3.4km from Teesmouth and Cleveland Coast SPA and Ramsar. Furthermore H3.1 borders the A174 and although the site is well served by public transport (bus and train); housing development is likely to lead to an increase in reliance on the private car.

Officer response:

The policy already recognises that the site is located within 5km of the Teesmouth and Cleveland Coast Special Protection Area and therefore development proposals will be required to undergo a screening exercise to determine the need for an Appropriate Assessment. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport.

Marske Inn Farm Strategic Site

DLP616

Full Name: Brian Rigby

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

I am not against the Development, I think it could be good for the Town, however have concerns about flooding, increased traffic, proposed four storey buildings, and the phasing of the development, which is over too long a time period. There are many negatives being expressed about this development but there are also many positives, providing footpaths under the railway bridge and increased trade is but two.

Officer response:

The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. A new pedestrian access will be provided between the development and the existing settlement. The Council does not support any alterations to the existing two-way traffic flow under the railway bridge on the A1085. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses

within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage. The phasing of development provides a realistic timeframe for the delivery of this large strategic allocation based on housing market conditions and the developers building capacity. As well as typical build-out rates, phasing reflects the need for enabling infrastructure investments at different stages of the development cycle, particularly as a scheme on this scale is likely to be implemented over several phases. However, the phasing is purely indicative and the development could be delivered quicker should market conditions dictate otherwise.

DLP612

Full Name: Mr Barnett Winsome
Organisation:
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

I would like to record my objections to this proposed project, it is totally out of keeping with a small village like Marske. There are enough problems with traffic at the junction of Longbeck Road and Redcar Road as it is without adding hundreds more cars on to it, have any councillors tried getting out of Churchill Road onto Redcar Road when the schools turn out? it takes forever now without adding to the congestion with more traffic. Also there are already two petrol stations on Longbeck Road do we really need another, the pubs and hotels in Marske are already struggling to get customers without another one. it seems to me there has been little thought about the impact this grotesque development will have on our village and on residents. Concerned resident.

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. This site was chosen due to its sustainable location alongside the Saltburn to Darlington railway line, with access to two railway stations, and its relatively close proximity to services and facilities, which minimises the need to travel and the distance travelled. A Transport Assessment has been undertaken as part of the planning process to consider the potential impact of the development upon the road network. The impacts identified are considered to be acceptable, subject to some access and junction improvements. Furthermore, the Highways Agency have not raised any objections to the proposals with regard to their impact upon the Strategic Road Network. Policy TA2 includes the requirement for any development proposals to be supported by a Travel Plan, to consider and include measures to encourage the use of sustainable modes of transport. The policy seeks to deliver a strategic housing site for up to approximately 1,000 dwellings, supporting community facilities, infrastructure and public open space. The Policy does not propose a hotel, pub/restaurant, drive-thru restaurant or petrol filling station.

Marske Inn Farm Strategic Site

DLP293

Full Name: Mr Michael stone

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: In Part

Comment summary:

I object to the plans to build houses at Marske Inn farm for the following reasons the plans would totally spoil the village of Marske creating the start of an urban sprawl the strain on the infrastructure would be too much for the present system the planned houses , buildings and roads would cause a significant reduction in the lands ability to soak away rainfall ,increasing the risk of flood to the village Are there not any brownfield sites that could be used for the development rather than using a greenfield site? There are other sites in the area with approved planning permission for houses that have not been built on indicating there is not a requirement for new houses in the area. Significant new employment is required to attract new people and create new housing needs. I have lived in Marske for about 27 years and feel that its character could be irratrevably spoilt by excessive over development .

Officer response:

The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. Through good design, it is anticipated that the development can be made to complement the existing settlement. The policy already indicates that contributions will be required, as necessary, at the time of the application towards any services and community infrastructure enhancements required to meet needs arising from the development. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base

taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live alone, family break-ups and increased life expectancy. The Local Plan seeks to support economic growth and job creation. The plan also seeks to support the key industrial sectors of the port, chemicals, steel, and recycling industries whilst recognising the need to diversify the economy so that it is more resilient to change in the future. The plan also puts policies in place to support small and medium sized business as well as the tourism industry which has the potential for significant growth building upon the natural assets of the borough. House building is also a key economic sector, with housing development and economic growth intrinsically linked.

Marske Inn Farm Strategic Site

DLP1

Full Name: Mr Antony Graham

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: In Part

Comment summary:

I would like the council to stick to residential development limits as specified in the local plan. I would like the council to develop additional housing that is in keeping with development already in the area i.e height of buildings, % increase in local population rise. I am also worried about the effect of run off water flooding if no new consideration (that will actually work) is taken for disposing of such water. I also dispute the figures quoting the need for 270 extra houses per annum. 2001/2011 census shows an increase of 1900 house holds over the period.

Officer response:

The development limit boundaries are being reviewed as part of the process of updating the Local Plan. The existing development limits boundary would be amended to include the site within development limits. The amendment to development limits formed part of the consultation on the Local Plan. The policy already indicates that the development will be expected to be a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of the development on the landscape. The policy will also be amended to make reference to settlement character. The design of the proposals will be considered at the planning application stage. The site lies within Flood Zone 1 of the Environment Agency's Flood Zone Maps, which indicates that the site is at low risk from flooding from main rivers or the sea. In terms of surface water flooding, small areas of the site are at risk, particularly the westernmost part, as shown on the Areas Susceptible to Surface Water Flooding Maps. As for groundwater flooding, the British Geological Survey has produced maps which show the areas that are susceptible to groundwater flooding. These maps show where there is the potential for groundwater flooding on this site. The maps identify four categories of susceptibility. Marske is identified in category 'A', which means there is potential for groundwater flooding to occur at the surface, based on rock type and the estimated groundwater level during periods of extended intense rainfall. However, this does not mean that groundwater flooding will take place as the maps do not contain information on how often flooding is likely to occur (the probability or return period) or to what depth, but just that the physical setting is such that it could occur. The site layout will be expected to direct development away from the areas most at risk and appropriate mitigation measures will be required to reduce all forms of flood risk across the site. A Flood Risk Assessment will be required at the planning application stage and this will need to show that not only can flood risk be mitigated on site (from surface water and groundwater flooding) but that flood risk will not increase the surface water or groundwater flood risk elsewhere. To achieve this, any existing flow paths will need to be maintained. The site is greenfield so sustainable urban drainage systems (SUDS) will need to be used to ensure runoff does not increase. Also any subterranean development would need to be resilient to groundwater flooding, and not disrupt existing groundwater flow paths. Opportunities to improve flood risk in this area of Marske will be sought where possible. The policy already recognises the drainage issues on the site and indicates that these must be resolved to enable the development to take place. The Council has allocated sufficient sites to meet its objectively assessed housing needs. The housing requirement has been established using a robust evidence base taking account of the Government's latest household projection figures, economic growth forecasts and the Council's desire to achieve population stabilisation, set within the context of an increasing number of households throughout the UK due to more people choosing to live

alone, family break-ups and increased life expectancy.

Section/Policy**Policy H 3.2****Low Grange Strategic Site****DLP1264****Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Given the lengthy timescale that it has taken to deliver the small number of dwellings on Low Grange Farm to date, and the fact that the Council is only assuming the delivery of 50 dwellings on this site by 2018/19, we would question the Council's assumption that in subsequent phases of the plan that the rate of housing delivery on this site will be up to three time higher than current rates. There can be very little confidence in such assumptions and as a result it is recommended that the Plan adopt the following delivery trajectory for this site: 14/15 - 18/19:50;19/20 - 23/24: 75;24/25 - 28/29: 75 Post 28/29:800 We consider that Low Grange Farm will therefore only deliver some 200 dwellings over the plan period and not the 310 suggested in Draft Policy H3.2.

Officer response:

Development of the site is a key Council priority and there is developer interest in the site. This has influenced the suggested phasing where it is envisaged that this site will be built out gradually. The projections also take into account the existing development at High Farm and the allocation of the former Town Hall site in the wider area when calculating delivery rates across the period. The phasing also takes into account the need for enabling infrastructure requirements. It is therefore considered that the suggested build rate is appropriate.

DLP712**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Located within the north west corner of the proposed site allocation is a historic landfill site. The site was known as the Bolckow Terrace landfill and was in operation between 1978 and 1985. The site accepted a variety of non-hazardous, non-flammable industrial wastes and inert non-flammable wastes. It also accepted 'difficult' wastes which may have included more problematic wastes such as oily wastes and asbestos. The site was also permitted to accept construction wastes which may contain significant amounts of wood and other materials which may generate landfill gas. The Environment Agency has no monitoring information regarding this site, although the presence of landfill gas should be anticipated. A comprehensive risk assessment and ground investigations should be undertaken if development is to take place on or adjacent to this historic landfill site. We would also welcome the inclusion of text which encourages opportunities for de-culverting of local watercourses in order to restore natural habitats and biodiversity.

Officer response:

The policy will be updated to require a comprehensive risk assessment and ground investigations to be undertaken if development is to take place on or adjacent to the historic landfill site in the north west corner of the site. Text will be included which encourages opportunities for de-culverting of local watercourses in order to restore natural habitats and biodiversity.

DLP666**Full Name:** John Moran**Organisation:** Health and Safety
Executive**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Housing allocation H3.02 (Low Grange Strategic Site) could encroach upon the outer consultation zone of Fine Organics Limited, Seal Sands, Middlesborough, Stockton-On-Tees (HSE Ref. No: H1875). Housing is compatible with development in the outer zone including larger developments of more than 30 dwelling units and high-density developments of more than 40 dwelling units per hectare. The potential for encroachment is being brought to your attention at an early stage so that you can assess the actual extent of any incompatibility on future developments.

Officer response:

Comment noted.

Section/Policy**Policy H 3.2****Low Grange Strategic Site**

DLP905

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This policy provides a detailed indication of the development aspirations for the strategic site at Low Grange. The intention to provide a major mixed use development scheme (part a.) supported by a strategic masterplan, can in principle be supported as a coordinated mixed use scheme should help to deliver a more sustainably accessible development and reduce the need to travel. However, the delivery of 1000 dwellings is significant and given its location, it has the potential to impact on the SRN. Part d. and e. identify that a Transport Assessment will be used to determine the construction of vehicular access and the contributions that will be required for improvements to the local road network and the SRN. Again, as stated in response to Policy H3.1, the need to understand the impacts of development and the requirements of supporting infrastructure need to be planned for upfront as part of the plan preparation process and should not be left to a planning application. This is particularly pertinent for strategic sites, which are critical to the delivery of the overall strategy. Without understanding the impact of development as part of the Plan preparation process, it is not possible to determine whether the transport infrastructure improvements and mitigation measures proposed in the Plan and the supporting Infrastructure Delivery Plan, are appropriately located and capable of addressing the impacts. Should additional mitigation measures be identified as being required in a Transport Assessment, which have not been planned for, these could potentially be solutions which are not viable, deliverable or capable of being funded, thereby affecting the soundness of the whole Plan. This position is supported by Paragraph 18 in Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development, which states that: 'Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.' As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's Infrastructure will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

Comment noted. Identify the implications of development proposals on the Strategic Road Network along with any measures which may be required to support the development and add to the policy.

DLP539

Full Name: Miss Rachael Bartlett
Organisation: Lady Hewley Trust
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The area marked B on the plan at Appendix B should be included within the proposed housing allocation H3.2. The area marked C on the plan at Appendix B and the North Loop Road should be excluded from the proposed housing allocation. Reference to access from Church lane should be amended to North Loop Road. Area C should be allocated for mixed use commercial development or remain unallocated.

Officer response:

Allocation will be updated to include area B. Amend reference to access from Church Lane to North Loop Road. It is not considered desirable to allocate area C for mixed use commercial development, therefore area C will remain unallocated.

Swan's Corner, Nunthorpe

DLP1265

Full Name: England & Lyle
(private clients)

Organisation:

Agent Name: Mr Ian Lyle

Agent Organisation: England & Lyle

Submission type: E-Mail

Agree with section?: No

Comment summary:

We object to the allocation of this site for housing development. The site is not as described in Para 6.52 'underused urban land' but an agricultural field in actively farmed. Our principal objections to housing development of this site are the fact that it would effectively close off any remaining separation between Nunthorpe and Ormesby. A present this site plays an important role in separating these two communities. It also plays an important role in linking the open land and green wedge around Ormesby Hall with the wider countryside to the south. Housing development in this location on the scale proposed would effectively truncate this important wildlife corridor and as a key part of the Strategic Green Infrastructure Network as identified in the Tees Valley Green Infrastructure Strategy 2008, which was also adopted by the Borough Council in 2008. We would also query the capacity of Ormesby Bank (A171) to deal with the additional traffic generated by this development, especially in conjunction with traffic generated by the housing proposed on the Longbank Farm site (Policy H3.6). Both schemes will be accessed from Ormesby Bank further exacerbating the already unacceptable levels of traffic congestion and delay. Alternative sites are available, such as my clients' site at Woodcock Wood that would not have these impacts.

Officer response:

The site is currently used for farming cereal crops. It is not classed as grade 1 to 3a agricultural land. It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. The importance of this site in forming part of the strategic green infrastructure linking Middlesbrough through to the countryside is noted. To ensure this importance is recognised, the policy will be updated to emphasise the need to incorporate green infrastructure into the development to ensure a permeable route for wildlife, this could be achieved through the provision of open space, public right of way and landscaping. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The Woodcock Wood site was rejected for housing development as the proposals would remove the defensible boundary established by the A174, which helps to effectively contain the built-up area and distinguish it from the Eston Hills and open countryside, and could encourage further development south of the Parkway. Development could have an adverse visual impact on the Eston Hills landscape and the ecological value of the adjacent woodland and country park, which is recorded as having European protected status and biodiversity priority species. Also the site is remote from the local community and the potential scale of development may have unacceptable implications for the local road network.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1221****Full Name:** R Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The deer use the field to cut through to the woods and it would mean more congestion on Ormesby Bank at the roundabout.

Officer response:

Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1245**Full Name:** C Bulman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Affordable housing is needed and these areas are not affordable to most people.

Officer response:

The Strategic Housing Market Assessment has identified an unmet demand for larger properties in this location. The site is therefore allocated for executive-style dwellings. However, in accordance with Policy H4, off-site affordable housing contributions will be required, equivalent to providing 15% on-site affordable housing.

DLP1248**Full Name:** S Holmes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

If you take traffic from Skelton and Swan's Corner developments and add to an access road from top of Ormesby Bank there would be a severe impact on local wildlife on this bio diverse site. Effect on existing old drainage systems. Increased flooding.

Officer response:

Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1250**Full Name:** A A Marley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope because Gypsy Lane was closed on the grounds of safety. But the road is now less safe caused by indiscriminate parking. This would mean that the Swan's Corner houses would leave onto Ormesby Bank or Guisborough Road. Already full of traffic now. I personally have an increased 3 miles extra to go to Middlesbrough. Though down Gypsy Lane I would join a double carrigeway not affecting Guisborough Road or Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however whilst RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

DLP1201**Full Name:** Steven Fishlock**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1178**Full Name:** C Morgan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic already horrendous through Nunthorpe, particularly at peak times and loss of green spaces.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

DLP1377**Full Name:** Mr C Pagel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1381****Full Name:** Mrs S Pagel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

DLP1472**Full Name:** K Schumm**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is enough houses in the area. I didn't buy my home to be enclosed by more housing.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. The site presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties, particularly as the SHMA has indicated unmet demand in this area.

DLP1283**Full Name:** Mr & Mrs A Weatherley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

This is green belt spaces and should stay green spaces. Keep off our green spaces.

Officer response:

There is no green belt designation within Redcar and Cleveland, however the Local Plan protects green and open spaces as identified on the proposals map, and protect the rural area through the establishment of development limits surrounding the main settlements. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. The site is also not designated as green wedge. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1289****Full Name:** Jan Bache**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development in this area.

Officer response:

Objection noted.

DLP1269**Full Name:** Mrs Maureen Plaice**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

My old neighbour and myself some years ago organised a petition to stop building on the Longbank Farm site and it was eventually sent to London to decide yes or no. We won the fight then on traffic entering Ormesby Bank and police saying that our roads were too narrow to take more traffic and also the proposed exit was too dangerous as it was too high on the Bank. Having more houses on Swan's Corner would be madness as the bank can't cope with commuter traffic coming in from Guisborough, Stokesley and beyond. Total madness without making new roads elsewhere into Middlesbrough.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1202****Full Name:** Anne Marshall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

DLP1125**Full Name:** Sandrawich**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1175**Full Name:** John Lawton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because of traffic congestion as we have enough now.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1126****Full Name:** Salvin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1174**Full Name:** M J Waller**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to the proposed housing at Swan's Corner because of drainage. The knock on effect of the flooding on the lower part of the site has already caused severe problems for us on Guisborough Road when we have heavy rain, or more than once, a burst water main. Extra houses mean more hard surfaces therefore less soakaway. There has, I believe, also been sewage contamination in our gardens as a result of flooding.

Officer response:

Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

DLP1418**Full Name:** Patricia Pearson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is horrendous now. We have to deal with this on a daily basis. Please don't make it any worse by adding to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1172**Full Name:** I Forrester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because there already is a traffic congestion problem at the school and this would add to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1171**Full Name:** Mrs Julie Gray**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic is increasing all the time on Guisborough Road, Nunthorpe and Ormesby Bank. A new housing estate and infilling will add to the noise, pollution and general congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1170**Full Name:** Mr H Freeman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the traffic congestion will be horrendous. Has anyone seen it as it is now? Terrible.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1169**Full Name:** Mrs V Wood**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic problems. Flooding at lower and upper parts of the site. Loss of wildlife. My garden enjoys spotted woodpeckers - tree sparrows and house sparrows, yellow hammers, long tail tits and blue tits, gold finch, green finch, bull finch, robins, jays, owl and bats (evening), pheasant, partridge and lots more.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1167****Full Name:** Mr D Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because we would lose a very pleasant open space and traffic would increase on an already very busy arterial road i.e. Ormesby Bank.

Officer response:

It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1166**Full Name:** Sheila Walls**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the water coming off the field will flood the properties over the road. It floods Guisborough Road now!! The traffic down Ormesby Bank will be horrendous in rush hour and bad weather. Its a no brainer!! It will cause chaos.

Officer response:

Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1164**Full Name:** Mrs A Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because more traffic on Ormesby Bank is going to be dreadful.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1217**Full Name:** Mr and Mrs Reney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1398**Full Name:** Angela Crosby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

We have more houses than needed. Traffic is already awful. Labour promised to protect green spaces! We have lots of brownfield sites to build affordable housing on.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. The site presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties, particularly as the SHMA has indicated unmet demand in this area. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1072****Full Name:** Mr M M Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the school traffic is horrendous at peak times this would only add to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1481**Full Name:** E Ward**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

DLP1475**Full Name:** Mr Connel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is a problem now. With roadworks which happen every year and when it snows that's it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1463**Full Name:** John Thirling**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing development on greenfield sites in Ormesby and Nunthrope to protect local green spaces and traffic is bad enough now.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1455**Full Name:** Ken Mason**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I live on Orchard Way. At times I cannot get off my drive because of the volume of traffic this will only cause more traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1450**

Full Name: Jane and Bryan
Tismond

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

DLP1445

Full Name: Hilary Causier

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Nunthorpe already has traffic chaos - around the school and shop - doctors surgery is far to busy now!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1441

Full Name: Daryl Brown

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1437**Full Name:** K Baily**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Traffic on Ormesby Bank is a nightmare. The road cannot cope with more traffic. Recently there was road tar machining. It took 40 minutes to travel 1/2 mile, and there will be more traffic because of the new housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1430**Full Name:** Eric Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on greenfield sites in Ormesby and Nunthorpe because a. Plan going back on our promise. b. Increase in traffic will be horrendous at peak times. Its bad enough now. c. Plan is just to rack in more council tax.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. The site presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties, particularly as the SHMA has indicated unmet demand in this area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1424****Full Name:** I Forrester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to proposed Swan's Corner development. 1) Destruction of a much needed greenfield site. It will add more traffic to an already busy roundabout.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1122**Full Name:** Albert Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** telephone**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because Ormesby Bank cannot cope with amount of traffic on it at present.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1413****Full Name:** Carol Small**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because traffic congestion. Been here 50 years will miss green fields.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. Appropriate landscaping will also be required throughout the site.

DLP1409**Full Name:** Derek Freer**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe because of increased traffic on already congested roads also the strain on local amenities.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1354**Full Name:** Mrs J Iley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Traffic congestion is already bad enough without adding to it. Green spaces need protecting.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. The Local Plan protects green and open spaces as identified on the proposals map, and protect the rural area through the establishment of development limits surrounding the main settlements.

DLP1307**Full Name:** John Lupton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

For the same reason that Charles Amer was stopped many years ago. Traffic congestion and safety first. They must be mad or stupid.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1311****Full Name:** Ralf Hughes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Good agricultural land would be lost. Traffic levels would increase to horrific levels and there are plenty of urban field sites available in far less congested areas. All the proposed houses would be a blot on the landscape.

Officer response:

The site is currently used for growing cereal crops, however it is not designated as grade 1- 3a within the agricultural land classification, which is considered to be the best and most versatile agricultural land. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping.

DLP1324**Full Name:** Damian Minchella**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1329****Full Name:** Frank Jowers**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I think Mr Vic Jeffries wants to try driving up Ormesby Bank at peak traffic times and he wants to make it "worse"!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1336**Full Name:** M Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Isn't it obvious to everybody other than the blind that this scheme has the hallmark of failure all over it. Why can't new houses be built on demolished sites anyway where road structure is already in place.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

DLP1405**Full Name:** Miss S Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ormesby Bank has problems now, 300 houses will make it a nightmare. Swan's corner with more traffic will cause gridlock. This land proposed to be built on suffers flooding and will cause problems if built on this land should be kept as green space.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1374**Full Name:** Gary Sketlon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

My kids will no longer be able to play out safely due to extra traffic. My family will no longer have access to walking in the hills. View will disapear. Everything I moved here for you will be taking away. Meadowbank road try brickbank road - name change required. Will enyone listen to me - no!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping.

DLP1401**Full Name:** D Stokes-Herbst**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The plan is ill thought out and unnecessary. I voted for you lot to protect against such plans - no more!!

Officer response:

Objection noted.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1358**Full Name:** Mrs B Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The traffic onto Ormesby Bank is horrendous at peak time. More sense if it was passed for a new road to go in.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however whilst RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

DLP1369**Full Name:** Marian Miles**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

A Council with any sense would try to alleviate the the very bad traffic problems in this area before adding to them by building more houses. But then, who expects common sense in Councillors.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1387****Full Name:** S L Corner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

DLP1385**Full Name:** Mary Claire Neal**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

DLP1393**Full Name:** David C Neil**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

More houses, means more traffic. No no no. I will never vote labour again.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1304****Full Name:** J Mellor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic flow on Ormesby Bank is very bad now especially at school times. As senior's in our 80's it is as difficult to cross from our side to the shop. The bus stop into town. No crossing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1339**Full Name:** Mrs May Skinn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to proposals.

Officer response:

Objection noted.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP988**Full Name:** Ms Macnaughton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because it will lead to traffic gridlock and chaos - it's bad enough now! We need the by-pass road as planned for years.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1005**Full Name:** McLean**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Increased congestion. Lack of parking and doctors surgeries.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1000**Full Name:** Kathleen Connelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because prone to flooding. Green space.

Officer response:

Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP997**Full Name:** Maureen Turner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because Nunthorpe cannot cope with the amount of traffic now we must keep some Greenspace.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

DLP995**Full Name:** Lynda Jamieson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the opportunity for a route into Middlesbrough will be lost and an alternative route is needed.

Officer response:

Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP992****Full Name:** Dennis Hodgson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because will add to the already inadequate drainage and over crowded roads in Nunthorpe.

Officer response:

Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP991**Full Name:** Jack Marsall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the present field to the south provides a magnificent view of the Cleveland Hills and should be left undeveloped.

Officer response:

It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping.

DLP985**Full Name:** John Whitehead**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because serious reconsideration to the construction of the by-pass road from Swan's Corner to the Parkway should be given.

Officer response:

Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP982****Full Name:** John Butcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I wish to object to housing at Swan's Corner because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP979**Full Name:** D Brunskill**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because of excessive traffic at moment even worse by far with more housing. And you don't build on Green Land.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP976**Full Name:** S Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because loss of green area and increase in traffic congestion.

Officer response:

Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP975**Full Name:** Mr D Gibson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because traffic problems and drain problems below e.g. Woodley Grove etc.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP972**Full Name:** Linda Whitehead**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because of increase in traffic volume through Nunthorpe and down Ormesby Bank. Loss of open space - the beginning of our countryside.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

DLP1010**Full Name:** N A L Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Green spaces are at a premium in the area. Local infrastructure cannot support the increase in population proposed.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1043**Full Name:** Derek Gordon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because summertime its a great area to take young children on walks and winter time sledging is good fun for all the family. Everything said already about traffic, schools and infrastructure.

Officer response:

Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP497**Full Name:** Mrs Margaret Nicholson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Amount of traffic and congestion on Ormesby Bank at present is untenable and additional housing will worsen this. Particularly in hazardous weather conditions. Impact on wildlife already housed in this area, as local resident on Longbank Farm site I regularly see deer, pheasant and Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling. Location of access road, likely to be outside my backgarden, concerns regarding noise, pollution and privacy. I suffer with lung/breathing complaints therefore pollution from traffic would exacerbate this.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP732****Full Name:** Mr. Richard Bainton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Having, with great difficulty, looked at the draft Local Plan Information it would appear that the area of land adjacent to the Swans Corner roundabout at Nunthorpe is being put forward for housing development. Whilst working for Cleveland County Council, in the Highways Section, this land was on the line of the Marton North South Link Road and therefore development of it was totally resisted. There is still a corridor of land from Longlands in Middlesbrough to Swans Corner which has been reserved for this proposed new highway which with the increase in traffic and all the future housing developments is greatly needed. I know that Middlesbrough Council are sensible in their approach to this link and feel that it is required whereas Redcar and Cleveland Council are blinkered and obstinate in not supporting the improvement. I feel therefore that this area of land should still be reserved for the highway improvement and not put forward for housing development.

Officer response:

Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds.

DLP499**Full Name:** David Nicholson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Amount of traffic and congestion on Ormesby Bank at present is untenable and additional housing will worsen this. Particularly in hazardous weather conditions. Impact on wildlife already housed in this area, as local resident on Longbank Farm site I regularly see deer, pheasant and Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling. Location of access road, likely to be outside my backgarden, concerns regarding noise, pollution and privacy. I suffer with lung/breathing complaints therefore pollution from traffic would exacerbate this.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP495**Full Name:** Karen Collighan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Amount of traffic and congestion on Ormesby Bank at present is gridlocked at peak times and will be exacerbated with extra housing. Impact on wildlife as regular walker on local fields I regularly see deer, pheasant, Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP490**Full Name:** Mrs Shani Cowton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Nunthorpe, because these areas are getting fewer and fewer the impact on the wildlife has not been taken into account this is habitat for all sorts of animals, birds and insects it is also used by dog walkers and nature lovers alike. Peak time traffic in Nunthorpe is chaotic now. What will it be like with all the extra cars. Do you propose any control over the traffic in and out of Nunthorpe as this is a major bug bear with lots of Nunthorpe residents.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Swan's Corner, Nunthorpe

DLP487

Full Name: Miss Emma Mitchinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I object to housing on green fields sites in Nunthorpe, because these areas are getting fewer and fewer, the impact on the wildlife has not been taken into account, as these are habitats for all sorts of animals, birds and insects, it's also used by dog walkers and nature lovers alike. As a child I used to do cross country over the field so where will this now take place. As this takes away the place where people do sport and leisure activities e.g.; running, dog walking, animal watching (birds). Peak time traffic in Nunthorpe is horrendous now, and it will only get worse if these proposals go ahead. What will it be like with all these extra cars? Do you propose any control over traffic in and out of Nunthorpe? As the traffic is a major bug bearer with lots of Nunthorpe residents. By build upon these proposed areas you are taking away loved open areas that are loved and well used by the community. You will also removing wildlife from young children who won't be able to have these on their doorsteps to learn and explore. But not only that you will be taking away part of my childhood memories if the build go ahead. I object to Swans Corner houses.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP804

Full Name: Mr Alan Hunter

Organisation: English Heritage

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

By way of illustration, it is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.03 setting of Upsall Hall - grade II. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF (see letter for full comments).

Officer response:

A heritage assessment will be undertaken to consider in particular the potential impact of development on the setting of Upsall Hall and the policy will be amended as necessary.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP354**Full Name:** H Livingstone**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Re Council Plans for houses in and around Nunthorpe. Total number of houses planned 445. If each house has 1.5 cars on average, would equal 667 cars, going on to Ormesby Bank and through Nunthorpe. Have you seen the amount of traffic on a school morning now? There will be no green-belt left soon!! I rest my case.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. There is no green belt designation within Redcar and Cleveland, however the Local Plan protects green and open spaces as identified on the proposals map, and protects the rural area through the establishment of development limits surrounding the main settlements.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP320**Full Name:** Mrs Hazel Meynell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

This site was identified many years ago as the start of a route to alleviate traffic congestion on both Ormesby Bank and through Marton. Building more houses at this location would only add to the existing congestion and remove the option of building a relief road in the future.

Officer response:

Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Swan's Corner, Nunthorpe

DLP114

Full Name: Mr Martin Tart

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Objection to housing development at Swans Corner and Longbeck Farm. Objection 1. That the traffic of a further 420 homes exiting onto Ormesby Bank via either the existing exits at West Bank or a new exist at the top of the Bank of Long Bank Farm and Swans Corner will create further transport difficulties to an already congested main route into Middlesbrough. The extra increase in heavy traffic will create further dangers for children attending school and traffic existing the Banks estate. Objection 2. That the upper reaches of the Longbank Farm has mine shafts and major land slippage and subsidence. Any building work may create problems to existing buildings along and down Farmbank Rd. Objection 3. The local infrastructure in Ormesby is poor with the current local council providing little or no facilities for young adults or children. Adding an extra 420 houses to the area will in its self create further pressures. Objection 4. There has been little or no consultation with the local residents. I understand that there has been council meetings recently with very little formal or none formal contribution from local residents.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1485**Full Name:** J Manning**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

These sites are currently untouched and peaceful. Building here would cause more congestion resulting in overcrowding schools. Keep the greenfield sites, build on derelict sites.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Swan's Corner, Nunthorpe

DLP1119

Full Name: S M Dawson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

I object to housing at Swan's Corner because the site is one of the few green spaces left in the area and it is hard to imagine the congestion on a main intersection.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1076

Full Name: Mrs Jackie Hall

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Objects to housing on greenfield sites in Ormesby and Nunthorpe. Congestion concerns.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1046****Full Name:** Derek Gordon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because summertime its a great area to take young children on walks and winter time sledging is good fun for all the family. Everything said already about traffic, schools and infrastructure.

Officer response:

Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1095**Full Name:** Justine Reed**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to new housing at Swans Corner because traffic is already very heavy. Also Nunthorpe doesn't have enough facilities for more housing already getting 300 homes at Grey Towers.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1113**Full Name:** Ernie Crust**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner.

Officer response:

Objection noted

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1116**Full Name:** Karen Dawson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because at present there is enough development going on at Nunthorpe/Coulby Newham. Traffic congestion would be even worse.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. The site presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties, particularly as the SHMA has indicated unmet demand in this area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1112**Full Name:** Susan Watson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because of traffic problems already at Swan's Corner.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Swan's Corner, Nunthorpe

DLP365

Full Name: R Jones

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Objects to new housing planned at Swan's Corner. It would completely destroy green areas that many species depend on. Why is new housing needed when there are so many empty? Many green areas already destroyed at Stainton Way and top of Dixon's Bank. Increased traffic congestion. More traffic making it more dangerous for school children to cross road. Flooding would be made worse.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. The site presents an opportunity to improve the housing offer in the borough by adding to the stock of larger detached properties, particularly as the SHMA has indicated unmet demand in this area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1002**Full Name:** Mrs M Dowey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because taking up more green land. Access to already overcrowded road.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1100**Full Name:** J Ridsdale**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swans Corner because of traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1097****Full Name:** P Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to new housing at Swans Corner because traffic is bad now.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1092**Full Name:** M Coleman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swans Corner because there are numerous derelict sites, infill sites and derelict buildings to be demolished all within the R&CBC area. We are running out of green spaces.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required.

DLP1088**Full Name:** Miss Shirley Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swans Corner because 115 houses will mean 250 cars causing more congestion at a busy round-a-bout. Flooding on part of this site needs consideration when building houses.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1086**Full Name:** B Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because it will cause more traffic on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1080**Full Name:** Christine Lazenby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing at Swan's Corner. Concerns over congestion. Bypass would help resolve congestion. What about Upsall?

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Part of the site was included as a transport reservation in the former Local Plan as part of an East Middlesbrough Transport Corridor (EMTC) by-pass proposal. The allocation was removed from the LDF proposals map in 2007 following a feasibility study which identified highly prohibitive funding, land assembly and engineering constraints. A further study (2009) identified the need to introduce a package of measures to alleviate road congestion, including the new road, however while RCBC accepted that strategic improvements are required, the road proposal was not supported on deliverability grounds. The policy will be amended to ensure that any impacts upon Upsall Hall are acceptable.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1074****Full Name:** Mrs M M Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the school traffic is horrendous at peak times this would only add to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1065**Full Name:** Mr Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough services and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1069**Full Name:** Edith Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner.

Officer response:

Objection noted.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1020**Full Name:** A Franks**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ridiculous!! Too much traffic now!!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1024**Full Name:** Mrs M Spriggs**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1028**Full Name:** Mrs C Burns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Concerns over congestion on Ormesby Bank. Is a new access to be built onto Ormesby Bank?

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1061**Full Name:** Mrs Susan Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. It is considered that development of the site would have a less prominent visual impact than more elevated sites in the Nunthorpe and Ormesby Bank area. Additionally, the site is not located within a green wedge. New development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1014**Full Name:** Jane Ahmed**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object because of traffic congestion, lack of school places, already potential/high chance of flooding house.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Lower parts of the site are understood to experience surface water flooding which would need to be mitigated through sustainable drainage improvements as part of any development of the site.

DLP1023**Full Name:** M Whieldon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The planning dept said they are not building 115 houses on swan corner for 10-15 year's. (where do you get the info from).

Officer response:

The site is phased for 45 dwellings within the period 2014/15 - 2018/19, with a further 70 in the following five year period 2024/25 - 23/24. This has been brought forward slightly from the phasing contained in the previous draft Communities DPD which envisaged development to begin in 2016. The site has been phased in this period as it is considered that it provides a more straightforward development opportunity than other sites in this area.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1016**Full Name:** Chris Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because infrastructure in area is at breaking point. Traffic is already horrendous at peak times and a further 200 cars will only make matters worse.

Officer response:

Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1032**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the roundabout there is already very busy and quite dangerous.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1047**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Infrastructure is already at breaking point. Object to high density housing.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The site has been allocated for lower density development to respect typical nearby housing densities and the character of the local area.

DLP1053**Full Name:** Mrs Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the single carriageway roads to and from Middlesbrough are already congested. Too much green space around Nunthorpe is vanishing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1058**Full Name:** M A Coulson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because it will vastly increase the amount of traffic especially onto Ormesby Bank. The area is a greenfield site where so called executive housing would be built which are not affordable for young couples.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. The Strategic Housing Market Assessment has identified an unmet demand for larger properties in this location. The site is therefore allocated for executive-style dwellings. However, in accordance with Policy H4, off-site affordable housing contributions will be required, equivalent to providing 15% on-site affordable housing.

DLP1038**Full Name:** C A Lester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe area due to traffic problems.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe**

DLP1055**Full Name:** Christopher Rhodes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Loss of an open space in Nunthorpe and will make Swans Corner traffic problems worse.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1035**Full Name:** Graham Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the roundabout there is already very busy and quite dangerous.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.3****Swan's Corner, Nunthorpe****DLP1051****Full Name:** Mr Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Swan's Corner because the single carriageway roads to and from Middlesbrough are already congested. Too much green space around Nunthorpe is vanishing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Unusually, the site is bordered by development on three sides and enclosed by the A171 to the east. As such, development would round-off rather than extend the built-up area. Formal open space will be required as part of the development. The establishment of a Public Right of Way across the site to link Nunthorpe and Flatts Lane Country Park will also be required.

DLP906**Full Name:** Michael Houtt**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

This policy identifies that 115 executive style dwellings at a density of 20 dwellings per hectare will be delivered at the Swan's Corner site and that a Transport Assessment will be used to determine the construction of vehicular access and the contributions that will be required for improvements to the local road network and the SRN. Again, as stated in response to Policy H3.1, the need to understand the impacts of development and the requirements of supporting infrastructure need to be planned for upfront as part of the plan preparation process and should not be left to a planning application. As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

Comment noted. The site has been included within the model assessment report and the policy already identifies that improvements to the junction of the A1043/A171 and Guisborough Road would be required.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1451**

Full Name: Jane and Bryan
Tismond

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1438

Full Name: K Baily

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Traffic on Ormesby Bank is a nightmare. The road cannot cope with more traffic. Recently there was road tar machining. It took 40 minutes to travel 1/2 mile, and there will be more traffic because of the new housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1442

Full Name: Daryl Brown

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1419****Full Name:** Patricia Pearson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is horrendous now. We have to deal with this on a daily basis. Please don't make it any worse by adding to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1414**Full Name:** Carol Small**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because traffic congestion. Been hear 50 years will miss green fields.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1410**Full Name:** Derek Freer**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe because of increased traffic on already congested roads also the strain on local amenities.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1392**Full Name:** S L Corner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1406****Full Name:** Miss S Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ormesby Bank has problems now, 300 houses will make it a nightmare. Swan's corner with more traffic will cause gridlock. This land proposed to be built on suffers flooding and will cause problems if built on this land should be kept as green space.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

DLP1446**Full Name:** Hilary Causier**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Nunthorpe already has traffic chaos - around the school and shop - doctors surgery is far to busy now!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1432****Full Name:** Eric Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on greenfield sites in Ormesby and Nunthrope because a. Plan going back on our promise. b. Increase in traffic will be horrendous at peak times. Its bad enough now. c. Plan is just to rack in more council tax.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP1402**Full Name:** D Stokes-Herbst**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The plan is ill thought out and unnecessary. I voted for you lot to protect against such plans - no more!!

Officer response:

Objection noted.

Gypsy Lane, Nunthorpe

DLP1399

Full Name: Angela Crosby

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

We have more houses than needed. Traffic is already awful. Labour promised to protect green spaces! We have lots of brownfield sites to build affordable housing on.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1340** **Comment summary:** **Officer response:**

Full Name: Mrs May Skinn **Object to proposals.** **Objection noted.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

DLP1389 **Comment summary:** **Officer response:**

Full Name: Mary Claire Neal **Object to the proposals.** **Objection noted.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

DLP1370 **Comment summary:** **Officer response:**

Full Name: Marian Miles **A Council with any sense would try to alleviate the the very bad traffic problems in this area before adding to them by building more houses. But then, who expects common sense in Councillors.** **An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1359**Full Name:** Mrs B Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The traffic onto Ormesby Bank is horrendous at peak time. More sense if it was passed for a new road to go in.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1355**Full Name:** Mrs J Iley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Traffic congestion is already bad enough without adding to it. Green spaces need protecting.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1375**Full Name:** Gary Sketlon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

My kids will no longer be able to play out safely due to extra traffic. My family will no longer have access to walking in the hills. View will disappear. Everything I moved here for you will be taking away. Meadowbank road try brickbank road - name change required. Will anyone listen to me - no!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

DLP1456**Full Name:** Ken Mason**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I live on Orchard Way. At times I cannot get of my drive because of the volume of traffic this will only cause more traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Gypsy Lane, Nunthorpe

DLP1108

Full Name: Mrs Gill Corbitt

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

I object to housing at Gypsy Lane because the site floods - building will make it worse. Poor vehicular access. Amenities stretched already and urban green space already limited. Pheasants, peewits resident there. What happened to traffic relief means for this area?

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1337

Full Name: M Williams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Isn't it obvious to everybody other than the blind that this scheme has the hallmark of failure all over it. Why can't new houses be built on demolished sites anyway where road structure is already in place.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1394**Full Name:** David C Neil**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

More houses, means more traffic. No no no. I will never vote labour again.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1109**Full Name:** Mr Trevor Corbitt**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because the site floods - building will make it worse. Poor vehicular access. Amenities stretched already and urban green space already limited. Pheasants, peewits resident there. What happened to traffic relief means for this area?

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1130**Full Name:** Sandrawich**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to proposed housing at Gypsy Lane because of increased traffic congestion. Town Planners are ridiculous! at times.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1330**Full Name:** Frank Jowers**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I think Mr Vic Jeffries wants to try driving up Ormesby Bank at peak traffic times and he wants to make it "worse"!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP999****Full Name:** Maureen Turner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because we need to leave green space. 10 houses how many cars. 20,30,40 to use Beverley Road as a cut through.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP994**Full Name:** Dennis Hodgson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because already problems with drains in the area this will make far more problems.

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP984**Full Name:** John Butcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I wish to object to housing at Gypsy Lane because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP981**Full Name:** D Brunskill**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because same conditions apply as the above [excessive traffic at the moment which will be even worse by far with more housing]. Build on Brown not Green Land.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP978**Full Name:** S Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Land because extra traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP974**Full Name:** Linda Whitehead**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because of congestion and encroaching on our countryside and particularly woodland. Especially since Gypsy Lane closure.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1044**Full Name:** Derek Gordon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because summertime its a great area to take young children on walks and winter time sledging is good fun for all the family. Everything said already about traffic, schools and infrastructure.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1111**Full Name:** Mr Trevor Corbitt**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because the site floods - building will make it worse. Poor vehicular access. Amenities stretched already and urban green space already limited. Pheasants, peewits resident there. What happened to traffic relief means for this area?

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1110**Full Name:** Mrs Gill Corbitt**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because the site floods - building will make it worse. Poor vehicular access. Amenities stretched already and urban green space already limited. Pheasants, peewits resident there. What happened to traffic relief means for this area?

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1460**Full Name:** Pat Harriman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on greenfield sites in Ormesby and Nunthorpe because 1. Where is the risk assessment. 2. Intense pressure on the existing infrastructure what measures have/will be taken to address these.

Officer response:

Any development on the site would have to take into consideration any issues such as highway safety, flood risk or any possibility of contaminated land in line with planning policy and other relevant legislation. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP491**Full Name:** Mrs Shani Cowton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Nunthorpe, because these areas are getting fewer and fewer the impact on the wildlife has not been taken into account this is habitat for all sorts of animals, birds and insects it is also used by dog walkers and nature lovers alike. Peak time traffic in Nunthorpe is chaotic now. What will it be like with all the extra cars. Do you propose any control over the traffic in and out of Nunthorpe as this is a major bug bear with lots of Nunthorpe residents.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way recorded on the definitive map at the site. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Gypsy Lane, Nunthorpe

DLP489

Full Name: Miss Emma Mitchinson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I object to housing on green fields sites in Nunthorpe, because these areas are getting fewer and fewer, the impact on the wildlife has not been taken into account, as these are habitats for all sorts of animals, birds and insects, it's also used by dog walkers and nature lovers alike. As a child I used to do cross country over the field so where will this now take place. As this takes away the place where people do sport and leisure activities e.g.; running, dog walking, animal watching (birds). Peak time traffic in Nunthorpe is horrendous now, and it will only get worse if these proposals go ahead. What will it be like with all these extra cars? Do you propose any control over traffic in and out of Nunthorpe? As the traffic is a major bug bearer with lots of Nunthorpe residents. By build upon these proposed areas you are taking away loved open areas that are loved and well used by the community. You will also removing wildlife from young children who won't be able to have these on their doorsteps to learn and explore. But not only that you will be taking away part of my childhood memories if the build go ahead. I object to Gypsy Lane.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. The site forms part of a larger agricultural field. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP803

Full Name: Mr Alan Hunter

Organisation: English Heritage

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

The statement in paragraph 6.62 suggests that the heritage assessment has not yet been carried out. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF (See letter for full comments).

Officer response:

The impact of the proposed development on Ormesby Hall and wider heritage assets within the Conservation Area was considered, with it being concluded that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. The policy will be amended however in regard to the listed boundary stone within the site.

Gypsy Lane, Nunthorpe

DLP366

Full Name: R Jones

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Objects to new housing planned at Gypsy Lane. It would completely destroy green areas that many species depend on. Why is new housing needed when there are so many empty? Many green areas already destroyed at Stainton Way and top of Dixon's Bank. Increased traffic congestion. Flooding would be made worse.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way recorded on the definitive map at the site. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP353**Full Name:** H Livingstone**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Re Council Plans for houses in and around Nunthorpe. Total number of houses planned 445. If each house has 1.5 cars on average, would equal 667 cars, going on to Ormesby Bank and through Nunthorpe. Have you seen the amount of traffic on a school morning now? There will be no green-belt left soon!! I rest my case.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP165**Full Name:** Eric Gendle**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I want to object to the proposal to build a small number of houses in Gypsy Lane adjacent to the level crossing. The lane itself becomes quite narrow and access to any new-build houses would be difficult. The lane is not part of the Nunthorpe 20mph zone and traffic already uses the lane in a dangerous way, bearing in mind that school children use the lane to get to and from several schools and often wander carelessly all over the road. Though the crossing has been closed for many years, vehicles, especially delivery lorries constantly try to use the crossing and have to undergo a series of manoeuvres in this confined space to turn round. The field itself has a farm gate which is still used by the farmer on a regular basis and will need to be retained for his use. There is a footpath alongside the bungalow, which leads eventually to Ormesby Bank or to Ormesby Hall. This path has been used by local people for over 45 years to my knowledge, and no doubt for far longer, without any restriction being placed on its use, and presumably would qualify as a Right of Way. Were this proposal be allowed to go ahead, Nunthorpe would lose yet another area of green space and a view over the whole of Teesside.

Officer response:

Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site and farmer access retained as necessary. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way recorded on the definitive map at the site. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1840		Comment summary:	Officer response:
Full Name:	Steven Fishlock	I object to development on this site.	Objection noted.
Organisation:			
Agent Name:			
Agent Organisation:			
Submission type:	Letter		
Agree with section?:	No		

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1486**Full Name:** J Manning**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

These sites are currently untouched and peaceful. Building here would cause more congestion resulting in overcrowding schools. Keep the greenfield sites, build on derelict sites.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1482****Full Name:** E Ward**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1478**Full Name:** Mr Connel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is a problem now. With roadworks which happen every year and when it snows that's it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP990**Full Name:** Ms Macnaughton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because traffic problems, where are all the new roads? Both Labour Councils need to work together on this.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1037**Full Name:** Graham Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because of access difficulties and the density of dwellings on a small area of land is far too high.

Officer response:

Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. The proposed housing density (based on a yield of 10 dwellings) takes into account the existing character of the residential area and the sustainability of the location, which is close to services and facilities.

DLP1096**Full Name:** Justine Reed**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because the road is very busy with children walking to/from school. It's dangerous enough walking my little girl to school having to walk on road due to parked cars.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. There will also be a requirement to provide suitable parking as part of any development.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1094****Full Name:** M Coleman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because there are numerous derelict sites, infill sites and derelict buildings to be demolished all within the R&CBC area. We are running out of green spaces.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The proposed site is currently a small area of agricultural field, without public access. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which runs along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby.

DLP1090**Full Name:** Miss Shirley Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because there is limited access here as the lane at the Nunthorpe end has been closed to traffic some years ago. Exit is on a busy road and near to the school.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1082**Full Name:** Christine Lazenby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because Ormesby Bank is a bottle neck now - already new houses proposed opp. Parkway. Ludicrous idea fast money then problems which can't be rectified. Look at Redcar Lakes Estate.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1077**Full Name:** Mrs Jackie Hall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Objects to housing on greenfield sites in Ormesby and Nunthorpe. Congestion concerns.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1066**Full Name:** Mr Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. It is considered that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. It is also considered that the small housing site which rounds of the housing along the north side of Gypsy Lane could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1071**Full Name:** Edith Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane.

Officer response:

Objection noted.

Gypsy Lane, Nunthorpe

DLP1062

Full Name: Mrs Susan Smith

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. It is considered that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. It is also considered that the small housing site which rounds of the housing along the north side of Gypsy Lane could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1334

Full Name: V Wright

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development on this site because of increasing volume of traffic on already congested roads, leading to gridlock and chaos. There are not enough local green spaces left to enjoy.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1099****Full Name:** P Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because over housed now supposed to be quiet area and village.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. It is considered that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. It is also considered that the small housing site which rounds of the housing along the north side of Gypsy Lane could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby.

DLP1173**Full Name:** I Forrester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because if this were to open the way to further development in the Gypsy Lane vicinity I would very much object.

Officer response:

It was considered that this small site could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby as it will result in the rounding off of the housing along the north side of Gypsy Lane. Development Limits will be set around the site, with a revised green wedge boundary. It is not considered that the development will encourage further housing on small sites.

DLP1060**Full Name:** M A Coulson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Re. Gypsy Lane. Traffic on to the Bank and Marton Road!!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1039****Full Name:** C A Lester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe area due to traffic problems.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1048**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Infrastructure is already at breaking point. Object to high density housing.

Officer response:

While the priority has been to accommodate new development on previously developed land, and within existing settlement boundaries, in order to meet the housing need within the Borough and provide sufficient deliverable housing sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The proposed housing density (based on a yield of 10 dwellings) takes into account the existing character of the residential area and the sustainability of the location, which is close to services and facilities.

DLP1034**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because of access difficulties and the density of dwellings on a small area of land is far too high.

Officer response:

Suitable access from the existing turning head at Gypsy Lane would be required as part of any development of the site. The proposed housing density (based on a yield of 10 dwellings) takes into account the existing character of the residential area and the sustainability of the location, which is close to services and facilities.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1022****Full Name:** A Franks**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ridiculous!! Too much traffic now!!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1029**Full Name:** Mrs C Burns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Concerns over congestion on Ormesby Bank. Is a new access to be built onto Ormesby Bank?

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1025**Full Name:** Mrs M Spriggs**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe.

Officer response:

Objection noted.

DLP1017**Full Name:** Chris Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because infrastructure in area is at breaking point. Traffic is already horrendous at peak times and a further 200 cars will only make matters worse.

Officer response:

Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1004**Full Name:** Mrs M Dowey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Taking up even more green land. More traffic added to already busy road.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1011**Full Name:** N A L Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Green spaces are at a premium in the area. Local infrastructure cannot support the increase in population proposed.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1006**Full Name:** McLean**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Increased congestion. Lack of parking and doctors surgeries.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Adequate parking will also be required as part of the development.

DLP1057**Full Name:** Christopher Rhodes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because it will result in the loss of the view across Teesside.

Officer response:

Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. It is considered that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. It is also considered that the small housing site which rounds of the housing along the north side of Gypsy Lane could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby. The loss of a view is not a material planning consideration.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1308**Full Name:** John Lupton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

For the same reason that Charles Amer was stopped many years ago. Traffic congestion and safety first. They must be mad or stupid.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Any development on the site would have to take into consideration any issues such as highway safety, flood risk or any possibility of contaminated land in line with planning policy and other relevant legislation.

DLP1312**Full Name:** Ralf Hughes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Good agricultural land would be lost. Traffic levels would increase to horrific levels and there are plenty of urban field sites available in far less congested areas. All the proposed houses would be a blot on the landscape.

Officer response:

The site is not classified as being grade 1 -3b, high quality agricultural land. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping. It is considered that the development is unlikely to be visible from Ormesby Hall and would not be expected to have a detrimental impact on the character of the Conservation Area or on the landscape at Hambleton Hill. It is also considered that the small housing site which rounds of the housing along the north side of Gypsy Lane could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe**

DLP1102**Full Name:** J Ridsdale**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1302**Full Name:** J Mellor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic flow on Ormesby Bank is very bad now especially at school times. As senio's in our 80's it is as difficult to cross from our side to the shop. The bus stop into town. No crossing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Any development on the site would have to take into consideration any issues such as highway safety and other relevant legislation.

DLP1290**Full Name:** Jan Bache**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development in this area.

Officer response:

Objection noted.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1284****Full Name:** Mr & Mrs A Weatherley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

This is green belt spaces and should stay green spaces. Keep off our green spaces.

Officer response:

There is no green belt designation within Redcar and Cleveland, however the Local Plan protects a number of green wedges, which are open areas within the conurbation which provide buffers between different uses and delineate distinct communities. It is considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby, which will continue to be protected. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided.

DLP1467**Full Name:** Mr D Gibson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe because of problems with traffic and overuse of drainage systems! Flooding will occur.

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. Notwithstanding this, any flood risk issues would be required to be addressed as part of the development of the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1473****Full Name:** K Schumm**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is enough houses in the area. I didn't buy my home to be enclosed by more housing.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP1382**Full Name:** Mrs S Pagel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

DLP1378**Full Name:** Mr C Pagel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1251****Full Name:** A A Marley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope because Gypsy Lane was closed on the grounds of safety. But the road is now less safe caused by indiscriminate parking. This would mean that the Swan's Corner houses would leave onto Ormesby Bank or Guisborough Road. Already full of traffic now. I personally have an increased 3 miles extra to go to Middlesbrough. Though down Gypsy Lane I would join a double carrigeway not affecting Guisborough Road or Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1118**Full Name:** Karen Dawson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because I have concerns development could not stop at this?? Could expand further.

Officer response:

It was considered that this small site could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby as it will result in the rounding off of the housing along the north side of Gypsy Lane. Development Limits will be set around the site, with a revised green wedge boundary. It is not considered that the development will encourage further development.

DLP1325**Full Name:** Damian Minchella**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1247****Full Name:** C Bulman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Affordable housing is needed and these areas are not affordable to most people.

Officer response:

There is a need to provide a range of housing to meet identified needs in the borough. However, as stated in the policy, affordable housing will be required in accordance with Policy H4. This requires new housing developments of 15 or more dwellings to provide a minimum of 15% of the total number of dwellings as on-site affordable housing. For developments below this threshold a financial contribution equivalent to providing 15% on-site affordable will be required.

DLP1115**Full Name:** Ernie Crust**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane.

Officer response:

Objection noted.

DLP1121**Full Name:** S M Dawson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because although a small site permission to build may encourage developers to look at adjoining fields in M'bro how will the traffic flow.

Officer response:

It was considered that this small site could be accommodated without compromising the integrity of the green wedge between Nunthorpe and Ormesby as it will result in the rounding off of the housing along the north side of Gypsy Lane. Development Limits will be set around the site, with a revised green wedge boundary. It is not considered that the development will encourage further housing on small sites. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1124****Full Name:** Albert Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because more traffic problems on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1129**Full Name:** Salvin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to proposed housing at Gypsy Lane because of increased traffic congestion. Town Planners are ridiculous! at times.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1219**Full Name:** Mr and Mrs Reney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1180****Full Name:** C Morgan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Gypsy Lane because traffic already horrendous through Nunthorpe, particularly at peak times and loss of green spaces and closure at rail crossing force traffic along residential routes e.g. Mayfield Rd.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1203**Full Name:** Anne Marshall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

DLP1177**Full Name:** John Lawton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing at Gypsy Lane because of traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.4****Gypsy Lane, Nunthorpe****DLP1223****Full Name:** R Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Deer use this to cut through from the top of the bank to the woods at Gypsy Lane and more congestion on the Bank.

Officer response:

The proposed site is currently a small area of agricultural field, there are no designated Public Rights of Way at the site recorded on the definitive map. A contribution to open space will be required to meet any needs arising from the development, although this is likely to be provided off-site given the small size of the site. Appropriate landscaping will be required throughout the site, with hedgerows retained where possible. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. It is also considered that the small housing site, which rounds off the housing along the north side of Gypsy Lane, could be accommodated without compromising the integrity of the green wedge which separates Nunthorpe and Ormesby and will continue to be protected. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, adjacent to Gypsy Lane Rail Halt, and close to services and facilities, such as schools, minimising the need to travel and distance travelled. The scale of development proposed is also relatively small at 10 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP907**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 10 dwellings at Gypsy Lane should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site will be fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1435**Full Name:** K Baily**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Traffic on Ormesby Bank is a nightmare. The road cannot cope with more traffic. Recently there was road tar machining. It took 40 minutes to travel 1/2 mile, and there will be more traffic because of the new housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1433**Full Name:** Eric Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on greenfield sites in Ormesby and Nunthorpe because a. Plan going back on our promise. b. Increase in traffic will be horrendous at peak times. Its bad enough now. c. Plan is just to rack in more council tax.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1423**Full Name:** Nancy Thomas**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Site is regularly under water and boggy. Wildlife value of the site. The woodland is regularly used by dog walkers and has a public amenity value. No need for more houses. Don't need more traffic or flooding problems. Do need green breathing spaces.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. However, a relatively small area of the site is classed as being at risk from surface water flooding. Any flood risk issues would be required to be addressed as part of the development of the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1422**Full Name:** David Bearshaw**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Site is regularly under water and boggy. Wildlife value of the site. The woodland is regularly used by dog walkers and has a public amenity value. No need for more houses. Don't need more traffic or flooding problems. Do need green breathing spaces.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. However, a relatively small area of the site is classed as being at risk from surface water flooding. Any flood risk issues would be required to be addressed as part of the development of the site.

DLP1407**Full Name:** Miss S Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ormesby Bank has problems now, 300 houses will make it a nightmare. Swan's corner with more traffic will cause gridlock. This land proposed to be built on suffers flooding and will cause problems if built on this land should be kept as green space.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. However, a relatively small area of the site is classed as being at risk from surface water flooding. Any flood risk issues would be required to be addressed as part of the development of the site.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1415****Full Name:** Carol Small**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because traffic congestion. Been hear 50 years will miss green fields.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity.

DLP1411**Full Name:** Derek Freer**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe because of increased traffic on already congested roads also the strain on local amenities.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1443****Full Name:** Daryl Brown**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1487**Full Name:** J Manning**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

These sites are currently untouched and peaceful. Building here would cause more congestion resulting in overcrowding schools. Keep the greenfield sites, build on derelict sites.

Officer response:

An ecological audit and any requisite mitigation will be required as part of the development, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1420****Full Name:** Patricia Pearson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is horrendous now. We have to deal with this on a daily basis. Please don't make it any worse by adding to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1447**Full Name:** Hilary Causier**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Nunthorpe already has traffic chaos - around the school and shop - doctors surgery is far to busy now!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1452**Full Name:** Jane and Bryan
Tismond**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1457**Full Name:** Ken Mason**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I live on Orchard Way. At times I cannot get of my drive because of the volume of traffic this will only cause more traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1461**Full Name:** Pat Harriman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on greenfield sites in Ormesby and Nunthorpe because 1. Where is the risk assessment. 2. Intense pressure on the existing infrastructure what measures have/will be taken to address these.

Officer response:

Any development on the site would have to take into consideration any issues such as highway safety, flood risk or any possibility of contaminated land in line with planning policy and other relevant legislation. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1464****Full Name:** John Thirling**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing development on greenfield sites in Ormesby and Nunthrope to protect local green spaces and traffic is bad enough now.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1483**Full Name:** E Ward**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

Objection noted.

DLP1841**Full Name:** Steven Fishlock**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1403****Full Name:** D Stokes-Herbst**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The plan is ill thought out and unnecessary. I voted for you lot to protect against such plans - no more!!

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location.

DLP1045**Full Name:** Derek Gordon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because summertime its a great area to take young children on walks and winter time sledging is good fun for all the family. Everything said already about traffic, schools and infrastructure.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1476**Full Name:** Mr Connel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is a problem now. With roadworks which happen every year and when it snows that's it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1049**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Infrastructure is already at breaking point. Object to high density housing.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site has been allocated for limited lower density development to respect typical nearby housing densities and the character of the local area, and to minimise and mitigate for the loss or disruption to existing planted areas.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1400**Full Name:** Angela Crosby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

We have more houses than needed. Traffic is already awful. Labour promised to protect green spaces! We have lots of brownfield sites to build affordable housing on.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Development limits will be redrawn surrounding the site.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1252****Full Name:** A A Marley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthorpe because Gypsy Lane was closed on the grounds of safety. But the road is now less safe caused by indiscriminate parking. This would mean that the Swan's Corner houses would leave onto Ormesby Bank or Guisborough Road. Already full of traffic now. I personally have an increased 3 miles extra to go to Middlesbrough. Though down Gypsy Lane I would join a double carriageway not affecting Guisborough Road or Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1246**Full Name:** C Bulman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Affordable housing is needed and these areas are not affordable to most people.

Officer response:

The Strategic Housing Market Assessment has identified an unmet demand for larger properties in this location. The site is therefore allocated for executive-style dwellings. However, in accordance with Policy H4, off-site affordable housing contributions will be required, equivalent to providing 15% on-site affordable housing.

DLP1220**Full Name:** Mr and Mrs Reney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1204**Full Name:** Anne Marshall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

DLP1078**Full Name:** Mrs Jackie Hall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Objects to housing on greenfield sites in Ormesby and Nunthorpe. Congestion concerns.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1067**Full Name:** Mr Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping, including the establishment of a deep woodland buffer. The site is also allocated for low density housing to minimise and mitigate for the loss or disruption to existing planted areas. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1012**Full Name:** N A L Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Green spaces are at a premium in the area. Local infrastructure cannot support the increase in population proposed.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1040****Full Name:** C A Lester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe area due to traffic problems.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP488**Full Name:** Miss Emma Mitchinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on green fields sites in Nunthorpe, because these areas are getting fewer and fewer, the impact on the wildlife has not been taken into account, as these are habitats for all sorts of animals, birds and insects, it's also used by dog walkers and nature lovers alike. As a child I used to do cross country over the field so where will this now take place. As this takes away the place where people do sport and leisure activities e.g.; running, dog walking, animal watching (birds). Peak time traffic in Nunthorpe is horrendous now, and it will only get worse if these proposals go ahead. What will it be like with all these extra cars? Do you propose any control over traffic in and out of Nunthorpe? As the traffic is a major bug bearer with lots of Nunthorpe residents. By build upon these proposed areas you are taking away loved open areas that are loved and well used by the community. You will also removing wildlife from young children who won't be able to have these on their doorsteps to learn and explore. But not only that you will be taking away part of my childhood memories if the build go ahead. I object to Morton Carr Lane.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1030**Full Name:** Mrs C Burns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Concerns over congestion on Ormesby Bank. Is a new access to be built onto Ormesby Bank?

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Suitable vehicular access from the north, including the retention of the Public Right of Way at the north-eastern boundary of the site, would be required as part of any development.

DLP1026**Full Name:** Mrs M Spriggs**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1018**Full Name:** Chris Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because infrastructure in area is at breaking point. Traffic is already horrendous at peak times and a further 200 cars will only make matters worse.

Officer response:

Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1007**Full Name:** McLean**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Increased congestion. Lack of parking and doctors surgeries.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP492**Full Name:** Mrs Shani Cowton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Nunthorpe, because these areas are getting fewer and fewer the impact on the wildlife has not been taken into account this is habitat for all sorts of animals, birds and insects it is also used by dog walkers and nature lovers alike. Peak time traffic in Nunthorpe is chaotic now. What will it be like with all the extra cars. Do you propose any control over the traffic in and out of Nunthorpe as this is a major bug bear with lots of Nunthorpe residents.

Officer response:

Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP355**Full Name:** Mr J A Robinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I wish to lodge my objection to this project. There has been no notice given and there has been no consultation with residents. This woodland is extensively used by local residents and is one of the few areas which remain locally to walk dogs. To build houses here would increase the congestion on Guisborough Road due to extra cars using these streets.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP254**Full Name:** Mrs Beverley Mclean**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I would like to strongly object to the proposed building of 32 houses on land next to st marys church /the crescent in nunthorpe .We feel there is more than enough houses in our local area and adding more houses would stretch the existing facilities to breaking point.The area in question is currently used to observe the local wildlife and also used by the local dog walking community it is also the nearest piece of green field within easy access to the local residents.But it seems as usual local councils only see the pounds signs when a green field becomes available build more houses and just ignore the local community.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites, with the Strategic Housing Market Assessment identifying an unmet demand for larger properties in this location. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity.

DLP1063**Full Name:** Mrs Susan Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping, including the establishment of a deep woodland buffer. The site is also allocated for low density housing to minimise and mitigate for the loss or disruption to existing planted areas. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1360****Full Name:** Mrs B Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The traffic onto Ormesby Bank is horrendous at peak time. More sense if it was passed for a new road to go in.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1301**Full Name:** J Mellor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic flow on Ormesby Bank is very bad now especially at school times. As senior's in our 80's it is as difficult to cross from our side to the shop. The bus stop into town. No crossing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1309**Full Name:** John Lupton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

For the same reason that Charles Amer was stopped many years ago. Traffic congestion and safety first. They must be mad or stupid.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1313**Full Name:** Ralf Hughes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Good agricultural land would be lost. Traffic levels would increase to horrific levels and there are plenty of urban field sites available in far less congested areas. All the proposed houses would be a blot on the landscape.

Officer response:

The site is not classified as being grade 1-3a agricultural land. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping, including the establishment of a deep woodland buffer. The site is also allocated for low density housing to minimise and mitigate for the loss or disruption to existing planted areas.

DLP1326**Full Name:** Damian Minchella**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1331****Full Name:** Frank Jowers**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I think Mr Vic Jeffries wants to try driving up Ormesby Bank at peak traffic times and he wants to make it "worse"!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1341**Full Name:** Mrs May Skinn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to proposals.

Officer response:

Objection noted.

DLP1297**Full Name:** Jan Bache**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development in this area.

Officer response:

Objection noted.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1356**Full Name:** Mrs J Iley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Traffic congestion is already bad enough without adding to it. Green spaces need protecting.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity.

DLP1344**Full Name:** V Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site because of increasing volume of traffic on already congested roads, leading to gridlock and chaos. There are not enough local green spaces left to enjoy.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Suitable vehicular access from the north, including the retention of the Public Right of Way at the north-eastern boundary of the site, would be required as part of any development.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1371****Full Name:** Marian Miles**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

A Council with any sense would try to alleviate the the very bad traffic problems in this area before adding to them by building more houses. But then, who expects common sense in Councillors.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1388**Full Name:** S L Corner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1390**Full Name:** Mary Claire Neal**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1395****Full Name:** David C Neil**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

More houses, means more traffic. No no no. I will never vote labour again.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1379**Full Name:** Mr C Pagel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

DLP352**Full Name:** H Livingstone**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Re Council Plans for houses in and around Nunthorpe. Total number of houses planned 445. If each house has 1.5 cars on average, would equal 667 cars, going on to Ormesby Bank and through Nunthorpe. Have you seen the amount of traffic on a school morning now? There will be no green-belt left soon!! I rest my case.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. There is no green belt designation within Redcar and Cleveland, however the Local Plan protects green and open spaces as identified on the proposals map, and protect the rural area through the establishment of development limits surrounding the main settlements. Development limits will be redrawn surrounding the site.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe**

DLP1376**Full Name:** Gary Sketlon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

My kids will no longer be able to play out safely due to extra traffic. My family will no longer have access to walking in the hills. View will disappear. Everything I moved here for you will be taking away. Meadowbank road try brickbank road - name change required. Will anyone listen to me - no!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. In accordance with the policy, the Public Right of Way at the north-eastern boundary will be required to be retained. Any new development will be required to be well designed in accordance with the character of the area and will be required to provide appropriate landscaping, including the establishment of a deep woodland buffer. The site is also allocated for low density housing to minimise and mitigate for the loss or disruption to existing planted areas.

DLP1468**Full Name:** Mr D Gibson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthrope because of problems with traffic and overuse of drainage systems! Flooding will occur.

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. However, a relatively small area of the site is classed as being at risk from surface water flooding. Any flood risk issues would be required to be addressed as part of the development of the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, within 500m of Nunthorpe railway station, and close to services and facilities, such as schools and shops, minimising the need to travel and distance travelled. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network and/or the requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.5****Morton Carr Lane, Nunthorpe****DLP1286****Full Name:** Mr & Mrs A Weatherley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

This is green belt spaces and should stay green spaces. Keep off our green spaces.

Officer response:

There is no green belt designation within Redcar and Cleveland, however the Local Plan protects green and open spaces as identified on the proposals map, and protect the rural area through the establishment of development limits surrounding the main settlements. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Development limits will be redrawn surrounding the site. Formal open space will be required as part of the development and should be located within the core of the site to promote the creation of a distinctive, high quality environment. There is also the requirement to retain the public right of way at the north-eastern boundary of the site. An ecological audit and any requisite mitigation will also be required, with a deep peripheral woodland buffer to be established to mitigate for the loss of any environmental value and to promote biodiversity.

DLP1335**Full Name:** M Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Isn't it obvious to everybody other than the blind that this scheme has the hallmark of failure all over it. Why can't new houses be built on demolished sites anyway were road structure is already in place.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP908**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 32 dwellings at Morton Carr Lane should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site will be fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1281****Full Name:** Mrs Maureen Plaice**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

This housing project was planned many years ago and went to London on appeal and was refused then by the police for one, who deemed it would be too dangerous for more traffic to enter the bank. Bearing in mind there were very few people then who had cars on our estate, now there are two or three and sometimes 4 to each house. They also said as we only have one exit from the Longbank Bank Road Estate and the roads were very narrow it could cause safety problems to occur if there was a serious fire or accident on the estate. Has anyone bothered to survey the traffic going up and down Ormesby Bank any time of day but particularly at 7am - 9:30am and anytime from 3pm onwards? It is almost impossible to get out of our estate and turn right to go down the bank unless someone lets us out into the line of traffic. Please please look into this carefully as we need the roads sorting out first. We have massive volume of traffic coming through from Stokesley Road and also Guisborough and beyond over the moors daily to commute to work. We cannot take anymore on

Officer response:

Noted that there has been a development proposal on this site previously. A traffic survey has been carried out to assess the impact of all the preferred allocations. The policy also requires a Transport Assessment to be undertaken to assess the impact to ensure traffic levels do not rise to unacceptable levels.

DLP1075**Full Name:** Mrs M M Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because access and the amount of traffic on Ormesby Bank.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1205**Full Name:** S Longstaff**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing at Longbeck Farm because of potential flooding and the site is a wildlife area, linking with Flatts Lane Wildlife area. The gradient of the land would lead to massive flooding.

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1073**Full Name:** Mr M M Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because of access and the amount of traffic on Ormesby Bank.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1206**Full Name:** Mr and Mrs Reney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1222**Full Name:** R Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object as it would spoil the countryside, animals, green area and it would cause more congestion on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment.

DLP1244**Full Name:** C Bulman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Affordable housing is needed and these areas are not affordable to most people.

Officer response:

The development will include a mix of housing types, including affordable housing to meet the identified need as evidenced by the Strategic Housing Market Assessment.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1249****Full Name:** A A Marley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope because Gypsy Lane was closed on the grounds of safety. But the road is now less safe caused by indiscriminate parking. This would mean that the Swan's Corner houses would leave onto Ormesby Bank or Guisborough Road. Already full of traffic now. I personally have an increased 3 miles extra to go to Middlesbrough. Though down Gypsy Lane I would join a double carriageway not affecting Guisborough Road or Ormesby Bank.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1068**Full Name:** Mr Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1070**Full Name:** Edith Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm.

Officer response:

Comment noted.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1266**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to the proposed allocation. Question marks over the sites deliverability. Unsuitable for housing due to its steep slopes, 'skyline' location and awkward configuration, which is mainly to allow for a new access from the A171 Ormesby Bank. Development at northern part of site would effectively truncate the Spencer Beck Green Wedge and separate it off from the open land to the south. This will substantially reduce its value both as a biodiversity and recreational resource. Developers proposals (as seen on NEDRES website) would not meet the requirement of the policy. The NEDRES report also identifies the site's remoteness and poor linkages to its surroundings, and hence its accessibility to public transport, shops, schools etc. as a significant challenge. Impact on already busy road network. Site should be deleted in whole or in part. However, to achieve the Council's aims for the site, capacity would need to be reduced to at most 100 dwellings, which would make the site unviable.

Officer response:

As the site is in a highly visible hillside location and is adjacent to important natural areas only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer which will enhance the biodiversity and recreational value of the site. The higher and steeper southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development would be strictly limited in that area. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could encourage reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Although development will extend the housing area along the hillside, it will also provide an opportunity to soften the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing visual quality. Subject to satisfactorily addressing the issues and constraints set out in the policy and achieving an economically viable limited development this site is, overall, preferable to alternative greenfield options nearby in terms of planning policy, environmental and sustainability considerations.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1380 **Comment summary:** **Officer response:**
Full Name: Mr C Pagel Object to the proposals. Objection noted.
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

DLP1383 **Comment summary:** **Officer response:**
Full Name: Mrs S Pagel Object to the proposals. Objection noted.
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

DLP1384 **Comment summary:** **Officer response:**
Full Name: Mrs S Pagel Object to the proposals. Objection noted.
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1474**Full Name:** K Schumm**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

There is enough houses in the area. I didn't buy my home to be enclosed by more housing.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and improve the housing offer in the borough.

DLP1469**Full Name:** Mr D Gibson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe because of problems with traffic and overuse of drainage systems! Flooding will occur.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1282**Full Name:** Mr & Mrs A Weatherley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

This is green belt spaces and should stay green spaces. Keep off our green spaces.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1287**Full Name:** Jan Bache**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development in this area.

Officer response:Objection noted.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1268****Full Name:** Mrs J Salmon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Strongly object to the green spaces being used for any development. Fifty years ago when my house was built, planning permission was refused for the earmarket area because of the one across the road on and off the estate nothing has changed, still only "one road", except the traffic from the existing houses means approximate 500 extra ones all trying to get out of Ormesby Bank. Perhaps labour Councillors should look in the archives at the plans made 52 years ago.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1101**Full Name:** J Ridsdale**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1127****Full Name:** Sandrawich**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because another access road near Swan's Corner will cause chaos at peak times.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP1128**Full Name:** Salvin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because another access road near Swan's Corner will cause chaos at peak times.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP1165**Full Name:** Mrs A Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because more traffic on Ormesby Bank is going to be dreadful. At least 2 cars to every house, Ormesby Bank wasn't made for this volume of traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1168**Full Name:** Mr D Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because traffic would increase on an already very busy road - Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1176**Full Name:** John Lawton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing at Longbank Farm because of traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1179****Full Name:** C Morgan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because traffic already horrendous through Nunthorpe, particularly at peak times and loss of green spaces and Ormesby Bank already carries too much traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1120**Full Name:** S M Dawson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because what precautions will be put in place to protect the area of biodiversity. Again the potential number of cars joining the A171 at rush hour is an issue.

Officer response:

The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1200****Full Name:** Anne Marshall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted.

DLP1114**Full Name:** Ernie Crust**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm.

Officer response:

Objection noted.

DLP1079**Full Name:** Mrs Jackie Hall**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Objects to housing on greenfield sites in Ormesby and Nunthorpe. Congestion concerns.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1098****Full Name:** P Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to new housing at Longbank Farm because of traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1361**Full Name:** Mrs B Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The traffic onto Ormesby Bank is horrendous at peak time. More sense if it was passed for a new road to go in.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. It is acknowledged in the plan that a new junction and access road are likely to be required from near the top of Ormesby Bank to serve the entire site. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1303**Full Name:** J Mellor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic flow on Ormesby Bank is very bad now especially at school times. As senio's in our 80's it is as difficult to cross from our side to the shop. The bus stop into town. No crossing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1093**Full Name:** M Coleman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because there are numerous derelict sites, infill sites and derelict buildings to be demolished all within the R&CBC area. We are running out of green spaces.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The policy requires any proposals to incorporate formal public green space and a pedestrian link with Flatts Lane Country Park.

DLP1089**Full Name:** Miss Shirley Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because 320 houses will mean 640 cars exiting onto Ormesby Bank. We have difficulty getting out onto the Bank now. This will cause more congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1087**Full Name:** B Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because it will cause more traffic on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1081****Full Name:** Christine Lazenby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because Ormesby Bank is a bottle neck now - already new houses proposed opp Parkway. If houses are built at Upsall - lovely house and grounds, Ormesby will be most congested road in Borough.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1123**Full Name:** Albert Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because I live on Ormesby Bank. The school at Nunthorpe is jammed with traffic now. don't do it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1117**Full Name:** Karen Dawson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because of the traffic congestion going down Ormesby Bank coming from Nunthorpe/Stokesley and Guisborough.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1459**Full Name:** Pat Harriman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on greenfield sites in Ormesby and Nunthorpe because 1. Where is the risk assessment. 2. Intense pressure on the existing infrastructure what measures have/will be taken to address these.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1417**Full Name:** Patricia Pearson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is horrendous now. We have to deal with this on a daily basis. Please don't make it any worse by adding to it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1425**Full Name:** Mrs E Scott**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to the proposals. Public facilities are already over burdened. Proposals are just to generate extra Council tax. Infrastructure can't take development. Land acts as a buffer between existing housing and wildlife site. Site should be used as farmland to grow food. Brownfield sites should be developed and not greenfield sites because they are cheaper. Will increase flood risk.

Officer response:

Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

DLP1429**Full Name:** Eric Pitcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on greenfield sites in Ormesby and Nunthrope because a. Plan going back on our promise. b. Increase in traffic will be horrendous at peak times. Its bad enough now. c. Plan is just to rack in more council tax.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1436****Full Name:** K Baily**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Traffic on Ormesby Bank is a nightmare. The road cannot cope with more traffic. Recently there was road tar machining. It took 40 minutes to travel 1/2 mile, and there will be more traffic because of the new housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1444**Full Name:** Daryl Brown**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1448**Full Name:** Hilary Causier**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Nunthorpe already has traffic chaos - around the school and shop - doctors surgery is far to busy now!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1449****Full Name:** Hilary Causier**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Nunthorpe already has traffic chaos - around the school and shop - doctors surgery is far to busy now!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1373**Full Name:** Gary Sketlon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

My kids will no longer be able to play out safely due to extra traffic. My family will no longer have access to walking in the hills. View will disappear. Everything I moved here for you will be taking away. Meadowbank road try brickbank road - name change required. Will anyone listen to me - no!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. Only partial development of the site is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher and steeper southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area and access will be maintained into the Eston hills.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1458****Full Name:** Ken Mason**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I live on Orchard Way. At times I cannot get of my drive because of the volume of traffic this will only cause more traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1408**Full Name:** Miss S Evans**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ormesby Bank has problems now, 300 houses will make it a nightmare. Swan's corner with more traffic will cause gridlock. This land proposed to be built on suffers flooding and will cause problems if built on this land should be kept as green space.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1462**Full Name:** Pat Harriman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on greenfield sites in Ormesby and Nunthorpe because 1. Where is the risk assessment. 2. Intense pressure on the existing infrastructure what measures have/will be taken to address these.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1465****Full Name:** John Thirling**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing development on greenfield sites in Ormesby and Nunthrope to protect local green spaces and traffic is bad enough now.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1477**Full Name:** Mr Connel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

The traffic is a problem now. With roadworks which happen every year and when it snows that's it.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1480**Full Name:** L Jackson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

320 houses on the Longbeck Farm Field? I live in the area of houses already on this estate. It only has one exit/entrance onto Ormesby Bank.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1484****Full Name:** E Ward**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1488**Full Name:** J Manning**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

These sites are currently untouched and peaceful. Building here would cause more congestion resulting in overcrowding schools. Keep the greenfield sites, build on derelict sites.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1842**Full Name:** Steven Fishlock**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to development on this site.

Officer response:

Objection noted.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1453****Full Name:** Jane and Bryan
Tismond**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1372**Full Name:** Marian Miles**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

A Council with any sense would try to alleviate the the very bad traffic problems in this area before adding to them by building more houses. But then, who expects common sense in Councillors.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1310****Full Name:** Ralf Hughes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Good agricultural land would be lost. Traffic levels would increase to horrific levels and there are plenty of urban field sites available in far less congested areas. All the proposed houses would be a blot on the landscape.

Officer response:

The site recorded as being grade 3b on the agricultural land classification and is therefore not considered to be the best and most versatile agricultural land. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment.

DLP1323**Full Name:** Damian Minchella**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site.

Officer response:

Objection noted

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1327****Full Name:** V Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site because of increasing volume of traffic on already congested roads, leading to gridlock and chaos. There are not enough local agreed spaces left to enjoy.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1328**Full Name:** Mr D Butters**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Access to Ormesby Bank during peak periods is a nightmare at present, nevermind with the increase in traffic through the estate this would bring. Another road onto Farm Bank Road would be dangerous, especially during icy weather.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1332****Full Name:** Frank Jowers**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I think Mr Vic Jeffries wants to try driving up Ormesby Bank at peak traffic times and he wants to make it "worse"!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1338**Full Name:** M Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Isn't it obvious to everybody other than the blind that this scheme has the hallmark of failure all over it. Why can't new houses be built on demolished sites anyway where road structure is already in place. 1 way into this estate 1 way out oh yeah lets have more cars up here.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1342**Full Name:** Mrs May Skinn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to proposals.

Officer response:

Objection noted.

Longbank Farm, Ormesby

DLP1416

Full Name: Carol Small

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Object to the proposals. Loss of green space. Loss of privacy. Loss of visual amenity. Light and noise pollution development. Size, configuration and topography not conducive for modern housing development. Will be higher density than existing housing. Why has the number of houses been increased from the number in the SHLAA? Brownfield sites should be developed first. The site should be classed as not currently developable due to delivery constraints. The site is not sustainable, as existing facilities are overloaded. Will erode local character. Increased traffic congestion. Existing estate roads not appropriate for access. New vehicular access from A171 would exacerbate traffic problems on Ormesby Bank. Steep gradient would be hazardous for roads. Prospective residents may park on Ormesby Bank or neighbouring streets to avoid steep gradients. Physical constraints are not conducive of a modern development. Land should form part of green wedge. Likely requirement for extensive ground works/remediation/ piles etc. Site abuts environmentally sensitive areas. Highly visible hillside location. Site is prone to surface water flooding. Despite objections, if still minded to include the site, the density should be significantly lowered, the character should be the same as neighbouring site (i.e. bungalows), no development should be over 1 storey to limit visual impact and a green wedge should be formed along the northern and western boundaries.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The impact on the amenities of properties adjacent to the development will be considered when the planning application is submitted. This site is well-related to the adjacent residential area which has good access to the bus network and Nunthorpe schools and is in a more sustainable location than comparable greenfield alternatives. The impact on the amenity of existing properties near the site would be considered as part of the planning application process. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The site area and indicative housing potential were increased after a more detailed layout over a larger land area was submitted by the site promoter following publication of the 2012 SHLAA review. However, the SHLAA is essentially a survey and not a policy document. RCBC highways engineers'™ preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Only partial development of the site is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The density of the development is expected to be approximately 30 dwellings per hectare, which is broadly comparable with the existing housing in this area.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1357****Full Name:** Mrs J Iley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Traffic congestion is already bad enough without adding to it. Green spaces need protecting.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The policy requires any proposals to accommodate formal public green space and a pedestrianised link with Flatts Lane Country Park.

DLP1412**Full Name:** Derek Freer**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe because of increased traffic on already congested roads also the strain on local amenities.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1386****Full Name:** S L Corner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthrope.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1391**Full Name:** Mary Claire Neal**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposals.

Officer response:

Objection noted.

DLP1396**Full Name:** David C Neil**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

More houses, means more traffic. No no no. I will never vote labour again.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1397****Full Name:** Angela Crosby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

We have more houses than needed. Traffic is already awful. Labour promised to protect green spaces! We have lots of brownfield sites to build affordable housing on.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP1064**Full Name:** Mrs Susan Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Additional housing will ruin rural feel of the area. Not enough serviced and facilities to serve the increased population.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP855**Full Name:** S Walker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because 320 houses will mean at least 600 more cars and cause more havoc on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1404** **Comment summary:** **Officer response:**

Full Name: D Stokes-Herbst **The plan is ill thought out and unnecessary. I voted for you lot to protect against such plans - no more!!** **Objection noted.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

DLP1306 **Comment summary:** **Officer response:**

Full Name: John Lupton **For the same reason that Charles Amer was stopped many years ago. Traffic congestion and safety first. They must be mad or stupid.** **An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

DLP1353 **Comment summary:** **Officer response:**

Full Name: Gary Sketlon **Comment is identical to ID1373** **See response ti 1373.**

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Longbank Farm, Ormesby

DLP394

Full Name: Dave Leen

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to this development. There was a lack of consultation. There are brownfield sites which could be developed. There has not been enough consultation. It should be available through the Planning Portal. There should be an online map to view the site. Why are the houses not in keeping with the existing housing styles? This should not be acceptable in more affluent areas. Discrepancy between 12.6 hectares & 21.2 hectares. The existing estate has a history of flooding. Access/egress problems due to its geographical & topographical location. How much volume of traffic has been considered for Ormesby Bank/Cargo Fleet Lane. Schools are over-subscribed. Impact on property valuations should be taken into account. Views of existing residents should be taken into account.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. There will be an online Proposals Map which people can use to view the site location at the next consultation stage. The site will include a mix of housing types, developed at a similar density to that of neighbouring developments. The site area will be checked. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The impact on property values and cannot be taken into account as they are not material planning considerations.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP989**Full Name:** Ms Macnaughton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because the roads cannot cope with the volume of traffic, and the school and roundabout too.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Longbank Farm, Ormesby

DLP670

Full Name: K Schumm

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

There has been no information/consultation with residents. There was an event held at Guisborough on 13/11/13, why wasn't there one held at Ormesby. Is it social housing or private housing? Why build on green belt when there are brownfields available. Increased traffic and congestion. Impact upon wildlife and views. Why build more houses when the population is declining. Neighbour was refused planning permission for a dormer window even though it looks out over farmland, its clear why now! I think the development should be abandoned and kept as open space.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The development will include a mix of housing types, including affordable housing to meet the identified at the time. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Any proposals are required to incorporate open space and a formal green link with Flatts Lane Country Park. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The impact on the amenities of properties adjacent to the development will be considered when the planning application is submitted. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP602**Full Name:** Mrs P F Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

re the development of Longbank farm we have lived in Woodbank road for 46 years and the only down side of living here is the access and traffic as Longbank road is the only way in and out of the estate. At peak times trying to get out onto Ormesby bank is nigh impossible and sometimes dangerous, all the side roads off Longbank are narrow and a lot of the houses and bungalows have very steep drives which are dangerous to park on in winter as we get a lot of ice and snow so people park on the roads making them even narrow. My husband and I went to the drop in session at Nunthorpe school and spoke to a planner about access for the development of Longbank farm and the amount of extra traffic on Ormesby bank and was told this issue had not yet been resolved, As access and traffic are our main concerns about this development we felt the meeting was a waste of time, we look forward to a meeting where these concerns can be resolved.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP601**Full Name:** Mr M M Connor**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

re the development of Longbank farm we have lived in Woodbank road for 46 years and the only down side of living here is the access and traffic as Longbank road is the only way in and out of the estate. At peak times trying to get out onto Ormesby bank is nigh impossible and sometimes dangerous, all the side roads off Longbank are narrow and a lot of the houses and bungalows have very steep drives which are dangerous to park on in winter as we get a lot of ice and snow so people park on the roads making them even narrow. My husband and I went to the drop in session at Nunthorpe school and spoke to a planner about access for the development of Longbank farm and the amount of extra traffic on Ormesby bank and was told this issue had not yet been resolved, As access and traffic are our main concerns about this development we felt the meeting was a waste of time, we look forward to a meeting where these concerns can be resolved.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

Longbank Farm, Ormesby

DLP580

Full Name: Mrs S Pagel

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

My wife and I wish to object to the proposed development of Longbank Farm, Ormesby. 1) We also complain about not been consulted by Redcar and Cleveland Council. I was only made aware of this from a neighbour who had a leaflet from the Lib Dems. 2) We have lived in our house for 49 years and we have always had flooding problems. Surely this will only be made worse when these houses are built due to the sloping field. Can you tell us for certain this will not get worse. 3) Another Green Belt areas will be lost to housing. The farm land is next to woods on the hills and lots of wild life (including deer) will be effected. Lots of people use this area for dog walking and walking into the hills. The noise and disruption due to building work will scare the wildlife away. 4) There is only one road in and out of Longbank Estate. We already have traffic problems on the bank at peak times. The extra traffic caused by these new houses will cause chaos. Also in winter due to the roads being on slopes, when it is icy and with the snow the extra cars will make it worse. 5) The schools in the area are not big enough to take the amount of children from these new houses. There is nowhere to build new schools. Also there will be extra traffic on Ormesby Bank when parents take the children to school. 6) Where have you got the information that we need more housing in this area. Longbank Estate has mostly bungalows and semi-detached houses, what type of houses are to be built? The infrastructure in this Longbank Estate area will not support anymore houses. I would appreciate a response to the points I have made.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and

Longbank Farm, Ormesby

DLP579

Full Name: Mr C Pagel

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

My wife and I wish to object to the proposed development of Longbank Farm, Ormesby. 1) We also complain about not been consulted by Redcar and Cleveland Council. I was only made aware of this from a neighbour who had a leaflet from the Lib Dems. 2) We have lived in our house for 49 years and we have always had flooding problems. Surely this will only be made worse when these houses are built due to the sloping field. Can you tell us for certain this will not get worse. 3) Another Green Belt areas will be lost to housing. The farm land is next to woods on the hills and lots of wild life (including deer) will be effected. Lots of people use this area for dog walking and walking into the hills. The noise and disruption due to building work will scare the wildlife away. 4) There is only one road in and out of Longbank Estate. We already have traffic problems on the bank at peak times. The extra traffic caused by these new houses will cause chaos. Also in winter due to the roads being on slopes, when it is icy and with the snow the extra cars will make it worse. 5) The schools in the area are not big enough to take the amount of children from these new houses. There is nowhere to build new schools. Also there will be extra traffic on Ormesby Bank when parents take the children to school. 6) Where have you got the information that we need more housing in this area. Longbank Estate has mostly bungalows and semi-detached houses, what type of houses are to be built? The infrastructure in this Longbank Estate area will not support anymore houses. I would appreciate a response to the points I have made.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and

community facilities to meet needs arising from the development.

DLP557**Comment summary:****Officer response:**

Full Name: Mrs Joan Gregory

I wish to object to the Development Plan on Longbank Farm for a further 320 houses to be built.

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

Organisation:

1. The first indication of the development is a leaflet delivered outlining the proposed project. 2a. My garden is prone to flooding after heavy rain, and run off of melting snow during winter. 2b. Further hard standing and road infrastructure and the slope of the site will increase flooding to my garden (it being the lowest point in the field). 3a. My privacy jeopardized by overlooking houses.

The impact of development upon residential amenity will be assessed as part of any planning application on the site. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer.

Agent Name:

3b. Houses and bungalows for sale are not selling. 4. Traffic problems in/out of the estate are horrendous. Extra vehicles mean more pressure out onto Ormesby Bank. 5. Wildlife is abundant throughout the year. People walking, running, cycling, and dog walkers use the pathways. 6.

Agent Organisation:

Teesside is an industrial area we need our farm land, green field spaces, and woodland not more houses on this estate.

Submission type: Letter

Agree with section?: No

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP513**Full Name:** Derek Gordon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I object to the proposed plan for all the obvious reasons. Traffic congestion, flooding and drainage problems limited school facilities, Access roads, Restriction of public access to green field areas that are areas of natural beauty and if bungalows are proposed who will be fit enough to walk from the nearest bus service to access them.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers's™ preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1059**Full Name:** M A Coulson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because it is a very important Greenfield site, which leads to the ancient Eston Hills for recreation and viewing wildlife. Marske has Errington Woods so what will we have in this area? Re. the volume of traffic onto the Bank. It is difficult now trying to cross the road from the bus stops without some kind of a crossing which we have been trying to have for some considerable time without any success!!

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area. The policy requires the provision of green space within the site and pedestrian links to Flatts Lane Country Park. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP494****Full Name:** Karen Collighan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Amount of traffic and congestion on Ormesby Bank at present is gridlocked at peak times and will be exacerbated with extra housing. Impact on wildlife as regular walker on local fields I regularly see deer, pheasant, Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP1003**Full Name:** Mrs M Dowey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because taking up even more green land. More traffic added to already busy road.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP615****Full Name:** Glyn Williams**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

As residents of Farmbank Road Ormesby we would like to object in the strongest possible way to the proposed development H3.6 Longbank Farm. Laid out below are some of the many reasons we believe this proposed development should not go ahead. Loss of important wildlife habitat's The proposed development will devastate a site that contains and adjoins an area of High Biodiversity and outstanding natural beauty, which is also a designated Sensitive Landscape Area and Wildlife Corridor, which is surrounded by Local Nature Reserves. There are many wildlife species at risk in this area including Bats, Owls, Pheasant, Roding Woodcock, Blackbirds, Thrushes, Wrens, Grasshopper Warblers and Lesser Whitethroats and includes a Magpie roosts on Godfalter Hill. Roe Deer graze in this area and use the scrub land to hide their young when first born. Public sewers inadequate The current properties were built in the 1950's which would indicate that the current sewage system would be unable to cope with any increased development with the properties further down the bank bearing the brunt of any overflows of potentially hazardous waste material. Risk of flooding or creation of flood risk The properties backing onto the hillside suffer periodic flooding to the garden areas with rainwater run off cascading down pathways, gardens and drives onto the roadway. Any further development above this line of properties would greatly increase flooding to the extent that property damage may well occur. Blocking natural daylight As the existing properties at the top of Farmbank road back onto the hillside in a south easterly direction the rising sun particularly in winter takes longer to appear due to the steepness of the terrain. Putting even single storey properties on this area of the proposed development will further reduce the hours of direct sunlight to the existing residents gardens. Dominating nearby buildings and overlooking adjoining properties Any houses built on this site would tower over existing single storey dwellings removing all privacy for existing residents living areas and gardens. Those properties with existing dormer extensions would lose all privacy to their bedrooms. Visually damaging in the landscape or in the setting This is a steep tree topped hillside that is highly visible across the Tees Valley any development built here would become a blot on the landscape and totally out of keeping with the current views and landscape. Road system is totally inadequate Proposed building in Guisborough, Skelton, Nunthorpe and Marton will severely hamper traffic flow into central Middlesbrough and access to the parkway particularly on Ormesby bank, resulting in total chaos and gridlock both in the morning rush hour and evening traffic. The entrance to this proposed development is to be situated near the top and steepest section of Ormesby bank, this will also incorporate extra traffic coming from the proposed development on Swans corner.

Officer response:

As the site is in a highly visible hillside location and is adjacent to important natural areas only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area. Northumbrian Water Ltd, who are responsible for the sewerage infrastructure, will be consulted to ensure there is drainage infrastructure in place prior to development proceeding. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. The impact on the amenities of properties adjacent to the development will be considered when the planning application is submitted. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP969**Full Name:** Barry Collin**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because this area cannot cope with the extra traffic especially mornings and late afternoons. The junction at West Bank/Ormesby Bank is impossible during early morning/late afternoon traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP415**Full Name:** Anne Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Regarding the above development proposal I wish to object to this for the following reasons, and also fail to understand why we, the local residents, have not been consulted. I have only learned of this proposal from the local Liberal Democrats. And whilst I knew nothing about it, apparently you had a 'drop in' meeting at Guisborough? Hardly local. I do believe the proposed development would cause severe problems for the existing residents of this estate. I believe most strongly that the loss of green space, loss of privacy, traffic increasing on already congested small roads, quite apart from the noise, would be disastrous. I would also wonder why any new development cannot be built on existing brown field sites? Why is the Council considering building on Greenfield sites outside of the development limits? I also feel that the following points are of note: that this would be a loss of green space used by local residents for recreation and dog walking and that it would mean a loss of privacy to a greater number of residents. I also feel that the local network of roads is already overloaded and that this site would greatly increase traffic congestion and reduce road, and pedestrian, safety. The existing roads are bad enough, and especially in the winter, downright dangerous. An increase of an estimated 500 cars along these roads would be a disaster. On these grounds, I strongly object to these, and to any future planning applications that may be submitted and would appreciate a response to the points made above.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. The plan acknowledges that development is likely to require the provision of a separate access road from Ormesby Bank due to the limited traffic handling capacity of the existing estate road network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP498**Full Name:** David Nicholson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Amount of traffic and congestion on Ormesby Bank at present is untenable and additional housing will worsen this. Particularly in hazardous weather conditions. Impact on wildlife already housed in this area, as local resident on Longbank Farm site I regularly see deer, pheasant and Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling. Location of access road, likely to be outside my backgarden, concerns regarding noise, pollution and privacy. I suffer with lung/breathing complaints therefore pollution from traffic would exacerbate this.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. The impact on the amenities of properties adjacent to the development will be considered when the planning application is submitted. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP373**Full Name:** Mrs Joyce Salmon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I write in protest re:Labour's proposed plan to give planning permission to build 320 houses on Longbank farm land. The first I heard about it was when the Libdems newsletter came through my door this week. I have has no information or consultation from Labour. I strongly object to the green spaces being used for any development. Fifty two years ago when my house was built, planning permission was refused for the earmarked area because of the one access road on and off the estate. Nothing has changed, still only one road; except the traffic from the existing houses has doubled 350 extra houses means approximate 500 extra cars all trying to get out onto Ormesby Bank. Perhaps Labour Councillors should look in the archives at the plans made 52 years ago.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP367**Full Name:** R Jones**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Objects to new housing planned at Longbank Farm. It would completely destroy green areas that many species depend on. Why is new housing needed when there are so many empty? Many green areas already destroyed at Stainton Way and top of Dixon's Bank. Increased traffic congestion. More traffic making it more dangerous for school children to cross road. Flooding would be made worse.

Officer response:

Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP359**Full Name:** Mr T Tinkler**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Proposals would result in at least 400 extra cars using the bend at West Bank and Long Bank which is a danger zone at present. Difficult to get access onto Ormesby Bank, particularly on a morning, which will be made worse by additional traffic. A lot of schoolchildren use Westbank and Longbank on a morning and evening after school which is good as it keeps them off Ormesby Bank which has a lot of traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Longbank Farm, Ormesby

DLP356

Full Name: Margaret Thompson

Organisation:

Agent Name: Dean Thompson

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Object to the inclusion of this site within the Redcar and Cleveland Local Plan and any future planning applications which may be submitted for this site. The inclusion of Longbank Farm is likely to cause significant problems for the existing community. There will be a loss of greenspace, loss of privacy, increased traffic congestion and light and noise pollution from the proposed development. There are issues with developing this site including access, congestion, biodiversity interest, site is steeply sloping, there are water and sewerage infrastructure crossing the site, impact on landscape, surface water flooding and there is a shortage of school places. Understand why such a development would be included within the SHLAA, in order that the Council has a sufficient supply of housing to meet local needs over the plan period and is part of the evidence base to support the Local Plan. There is no evidence to justify the projected housing requirements given that population is falling. If housing is required, brownfield sites should be developed rather than greenfield sites. If the Council is minded to include this site within the Local Plan, and at some point in the future grant planning permission for development on this site then suggest the following: Density should be lower, the character of the housing is similar to that existing on the site i.e. bungalows, a green wedge should be formed along the western and northern boundaries of the site, so to maintain the existing wayleave to facilitate access to the existing major infrastructure. Consider that the damaging consequences outlined in the letter constitute material considerations indicating that the site should not be allocated in the SHLAA or the emerging Local Plan.

Officer response:

The site is in a highly visible steeply sloping hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to 'soften' the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. It is therefore necessary to provide an appropriate mix of sites to broaden and

improve the housing offer in the borough. The policy states that density will be 30 dwellings per hectare. This is indicative and may change depending on the developer's proposals and requirements at the time. The policy proposes that no more than 50% of the site area should be given over to development. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP351**Comment summary:****Officer response:****Full Name:** H Livingstone

Re Council Plans for houses in and around Nunthorpe. Total number of houses planned 445. If each house has 1.5 cars on average, would equal 667 cars, going on to Ormesby Bank and through Nunthorpe. Have you seen the amount of traffic on a school morning now? There will be no green-belt left soon!! I rest my case.

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Organisation:**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No

Longbank Farm, Ormesby

DLP348

Full Name: Mr Glyn Williams

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Object to development on this site for the following reasons: Loss of important wildlife habitats; the site is a Sensitive Landscape Area and Wildlife Corridor which is surrounded by Local Nature Reserves, sewers are inadequate, surface water flooding, blocking natural daylight, dominating nearby buildings and overlooking adjoining properties, landscape issues and road system is totally inadequate.

Officer response:

The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Northumbrian Water Ltd, who are responsible for the sewerage infrastructure, will be consulted to ensure there is adequate services in place prior to development proceeding. Particular design issues, such as overlooking and daylight, will be considered when a planning application is submitted for the site. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

Longbank Farm, Ormesby

DLP264

Full Name: Mr Dean Thompson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

Objects to the proposed housing allocation at Longbank Farm. Feels that the consultation was not adequately publicised. The will cause problems for the existing community through loss of green space, loss of privacy, increased traffic congestion, light and noise pollution. Questions what realistic evidence the Council has to support the projected housing requirement when the population is declining. The site should not be considered to be developable within the SHLAA due to access problems, biodiversity interest, steeply sloping hill, and water and sewerage pipelines. Other issues with the site include impact on landscape, on-site surface water flooding, numerous dwellings abutting the site in separate ownership, impact on local road network, achieving a balance of development which is viable and in keeping with the character of the setting and possible requirement for additional school places. Brownfield sites should be built on rather than greenfield ones. Why has the site area and yield been increased from the SHLAA? The land is not suitable due to historical uses and would require extensive ground works. The land should form part of an extended green wedge from Spencerbeck. The site would not be viable due to all of the constraints that need to be overcome. The site abuts environmentally sensitive areas including a sensitive landscape area and wildlife corridor.

Officer response:

We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database. In accordance with the Local Plan, and other relevant legislation, impacts on biodiversity, including species and habitats, will be considered as part of any planning application to ensure detrimental impacts are avoided. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Demand for additional dwellings is ongoing across Redcar and Cleveland with the number of households increasing as more people live alone and for longer and average household size diminishes. This is expected to continue over the plan period. It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing demand due to prospective economic growth and in seeking to redress population imbalance and decline. Contributions will be required, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. While the priority has been to accommodate new development on previously developed land and within existing development limits, to meet the housing need within the borough and provide sufficient deliverable sites, it has been necessary to revise development limits to include sustainable greenfield sites. Formal open space will be required as part of the development. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. The site area and indicative housing potential were increased after a more detailed layout over a larger land area was submitted by the site promoter following publication of the 2012 SHLAA review. However, the SHLAA is essentially a survey and not a policy document.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP235**Full Name:** Mrs Margaret
Nicholson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Do not agree, as cannot see how this proposal would be feasible due to high level of traffic and congestion on Ormesby bank already. I am opposed to this development, due to concerns with surrounding wildlife, as stated above, minimal disruption to wildlife areas, I am resident in this area and regularly use woodland areas and regularly see deer, pheasants, barn owls amongst more common wildlife and cannot see how when building there will be minimal disruption. I also have reservations as to how local schools will be able to cater for more students. We already have issues with drainage and therefore have reservations concerning this area. To reiterate my main concerns are the impact to current wildlife.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Northumbrian Water Ltd, who is responsible for the sewerage infrastructure, will be consulted to ensure there is drainage infrastructure in place prior to development proceeding. The site is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP168**Full Name:** Mr Stuart Loudon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

* Potential flood risk area - assessment of risk and ability/capacity of existing drainage system to cope with undue/excess water levels must be conducted *Using the councils own statistical 'evidence' the proposals for 320 dwellings will mean approx. 700 more residents and upwards of 500 more motor vehicles - this at a time when the estates road and pedestrian safety is already compromised and traffic congestion and carbon emissions on Ormesby Bank are adverse. The proposals would only serve to exacerbate the current problems * Cannot see the argument for such a housing development and, when linked with that proposed at Swans Corner, would result in some 435 more dwellings in an area which simply would not be able to cope and does not need them. It smacks more of an Authority desperate for capital and 'hang' the needs/wishes of the community * Existing services are already stretched - How will the education, transport and healthcare infrastructure cope with such additional demands? We no longer have a circular bus service to Nunthorpe GP surgery, James Cook Hospital, Morrisons Supermarket ; will existing schools have sufficient places to meet such an increased demand? * Such a large undertaking would create obvious adverse environmental and social issues - noise, pollution, disturbance of the local wildlife, flora and fauna - potential for landslip in a former deep mining area- all of which would be ongoing for many years * How is the council going to attract people to fill 115 executive, 5 bedroom, style houses and 320 other dwelling types? Many current residents find it difficult to afford even 'starter' type homes and to source 'inward migration' would require an employment potential base that R&C simply does not have

Officer response:

The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Northumbrian Water Ltd, who are responsible for the sewerage infrastructure, will be consulted to ensure there is drainage infrastructure in place prior to development proceeding. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Bearing in mind the historical mineral workings in this area, the policy requires completion of a prior land stability assessment. Proposals should include a mix of housing types to meet the identified need as evidenced by the Strategic Housing Market Assessment and consultation with developers. This will include affordable housing in line with Policy H4.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP331**Full Name:** mr Dominic Nicol**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Why spoil an Urban Green Area what contains outstanding wildlife including deer when there are many other sites in the borough, the traffic is already a problem. "Protecting Local Green Urban areas", don't make me laugh, not this Council!

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The policy requires proposals to incorporate formal public green space and links to the Flatts Lane Country Park.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP332**Full Name:** Sue Holmes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to this site for the following reasons: The site is a wildlife habitat, its an area of outstanding natural beauty which is also a designated Sensitive Landscape Area and is surrounded by Local Nature Reserves. Other reasons are flooding issues, lack of suitable drainage, the impact on the amenities of neighbours, landscape and access and traffic issues.

Officer response:

The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is identified by the Environment Agency as being in Flood Zone 1, an area least likely to experience flooding from rivers or sea. The area is also classed as being at very low risk from surface water flooding. This notwithstanding, any flood risk issues would be required to be addressed as part of the development of the site. Northumbrian Water Ltd, who are responsible for the sewerage infrastructure, will be consulted to ensure there is drainage infrastructure in place prior to development proceeding. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP115**Full Name:** Mr Martin Tart**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Objection to housing development at Swans Corner and Long Bank Farm. Objection 1. That the traffic of a further 420 homes exiting onto Ormesby Bank via either the existing exits at West Bank or a new exist at the top of the Bank of Long Bank Farm and Swans Corner will create further transport difficulties to an already congested main route into Middlesbrough. The extra increase in heavy traffic will create further dangers for children attending school and traffic existing the Banks estate. Objection 2. That the upper reaches of the Longbank Farm has mine shafts and major land slippage and subsidence. Any building work may create problems to existing buildings along and down Farmbank Rd. Objection 3. The local infrastructure in Ormesby is poor with the current local council providing little or no facilities for young adults or children. Adding an extra 420 houses to the area will in its self create further pressures. Objection 4. There has been little or no consultation with the local residents. I understand that there has been council meetings recently with very little formal or none formal contribution from local residents.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. The site developer will be required to undertake ground investigations to ensure the development is safe, which will take into account mine shafts and and land risk from subsidence. We have undertaken a 6 week consultation on the draft Local Plan. Throughout the consultation period we held a number of drop-in sessions throughout the Borough, including in Nunthorpe, where people could discuss the Plan with Council officers. The consultation and drop-in events were advertised on the Council's website, resident's magazine and notification sent to those on our consultation database.

DLP96**Full Name:** L Howell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

As a local resident of 42 years of Longbank Estate, I object to housing being built on Longbank Farm. As what has been seen on the internet 320 houses. This estate will be gridlocked with traffic going onto Ormesby Bank. The bank will be affected too. Also wildlife will be affected. There is deer that are often seen where these houses are planned to go. There are numerous other wildlife over there too. As I was born up here there has never been any trouble. It has been a quiet estate. More houses will spoil it. Its a close knit estate. Kids come and their families from all over to sledge down the hill in the winter. That won't be possible if plans go ahead. I will be devastated if these plans go ahead.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP575**Full Name:****Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

We have lived here for 37 - our first home. Have you not thought about access! We have 1 exit and 1 entrance. Which is bad enough trying to get onto Ormesby Bank. How about making it into a park or a community centre for our community. There are lots of children on this estate who need somewhere to play. The reason we moved here was because of the view. Have you thought about the cars etc. - the roads are narrow enough and Woodbank Road alone is always full of residents cars plus visitors. Some of our drives are steep and therefore we have to leave our cars on our fronts. Most families have a car each and some residents are nasty if you park at their front. It is all about money but thought for people's feelings who pay high taxes and Council Tax of course, are not. Hopefully access is not through Woodbank Road, our road surface is falling to bits as it is and the road is narrow. God help us if we have to endure more traffic. Longbank Road will be impossible, especially in the winter. I do hope all these comments have been thought about!!! I am sure there is many more to consider.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. The plan acknowledges that development is likely to require the provision of a separate access road from Ormesby Bank due to the limited traffic handling capacity of the existing estate road network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP1015**Full Name:** Jane Ahmed**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1042****Full Name:** Mrs J Lund**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Concerns over increased traffic congestion. Woodbank and Highbank Roads are not wide enough to cope with additional traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1036**Full Name:** Graham Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Fram because Ormesby Bank already has high volumes of traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1052**Full Name:** Mr Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to the housing at Longbank Farm because the Ormesby Bank Road is very congested. Local roads must be greatly improved to cope with more housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1054**Full Name:** Mrs Bennett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to the housing at Longbank Farm because the Ormesby Bank Road is very congested. Local roads must be greatly improved to cope with more housing.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1056**Full Name:** Christopher Rhodes**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because it will add to the traffic problems on Ormesby Bank.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP496**

Full Name: Mrs Margaret
Nicholson

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

Amount of traffic and congestion on Ormesby Bank at present is untenable and additional housing will worsen this. Particularly in hazardous weather conditions. Impact on wildlife already housed in this area, as local resident on Longbank Farm site I regularly see deer, pheasant and Barn owls. Impact on local schools ability to accommodate additional numbers generated by new housing, therefore impacting our access to adequate schooling. Location of access road, likely to be outside my backgarden, concerns regarding noise, pollution and privacy. I suffer with lung/breathing complaints therefore pollution from traffic would exacerbate this.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP970

Full Name: Livia Collin

Organisation:

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

I object to housing at Longbank Farm because this area cannot cope with the extra traffic especially mornings and late afternoons. The junction at West Bank/Ormesby Bank is impossible during early morning/late afternoon traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1050****Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Infrastructure is already at breaking point. Object to high density housing.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. Overall density is proposed at 30 dwellings per hectare, which is similar to other developments in this area.

DLP1033**Full Name:** Kay Rodger**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Fram because Ormesby Bank already has high volumes of traffic.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, the site is in a sustainable location being well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, thus potentially reducing car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1021**Full Name:** A Franks**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Ridiculous!! Too much traffic now!!

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1041**Full Name:** C A Lester**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe area due to traffic problems.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1027**Full Name:** Mrs M Spriggs**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP1019**Full Name:** Chris Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing on green field sites in Ormesby and Nunthorpe, because infrastructure in area is at breaking point. Traffic is already horrendous at peak times and a further 200 cars will only make matters worse.

Officer response:

The Council is preparing an Infrastructure Delivery Plan which will accompany the Local Plan. Developer contributions will be sought from the developer, as necessary, at the time of the application, towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1009**Full Name:** Mrs C Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because 320 houses equates to approx 500 cars!! This estate already has problems with traffic flow.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP986**Full Name:** John Whitehead**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because Ormesby Bank is already seriously congested, another greenfield site taken from us. How long before housing all over the base of Eston Hills, etc.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP971****Full Name:** G Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because this estate's already plagued with traffic problems an extra 2000 car journeys on our roads is a nightmare where is the infrastructure for all the children?

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP973**Full Name:** Linda Whitehead**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because of congestion and encroaching on our countryside and particularly woodland. Deer roam free on that plot of land.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to "soften" the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP977****Full Name:** S Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because extra traffic on Ormesby Bank and loss of valuable green space.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. Whilst the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements.

DLP980**Full Name:** D Brunskill**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because the same conditions apply as at Swan's Corner [excessive traffic at the moment which will be even worse by far with more housing] but worse. As the entrance and exit is limited to one. Even if extra access is made it would still be very bad. It is also Green Land.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1031****Full Name:** Mrs C Burns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on green field sites in Ormesby and Nunthorpe. Concerns over congestion on Ormesby Bank. Is a new access to be built onto Ormesby Bank?

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location on a bus route close to services and facilities, such as schools, minimising the need to travel and distance travelled. The policy includes a requirement to undertake a Transport Assessment to determine the precise actions required to upgrade the road network to an acceptable level, with it anticipated that alterations to Swan's Corner roundabout would be required. Suitable vehicular access from the A171 would be required. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport. RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP983**Full Name:** John Butcher**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I wish to object to housing at Longbank Farm because traffic congestion.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP1013****Full Name:** N A L Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Green spaces are at a premium in the area. Local infrastructure cannot support the increase in population proposed.

Officer response:

While the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development in sustainable locations on the edge of existing settlements. The policy requires development proposals to incorporate formal public open space. Contributions will be sought, as necessary, at the time of the application towards any infrastructure requirement, including local education and healthcare provision, transport, open space and community facilities to meet needs arising from the development.

DLP987**Full Name:** George Wem**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because hope exit is not from Woodbank Road as our road is very narrow and too many cars, and too many cars in it already x-road breaking up now.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP993**Full Name:** Dennis Hodgson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because Ormesby Bank is already a nightmare at peak times this plan will make it worse.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby****DLP996****Full Name:** Lynda Jamieson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because present access road is very difficult and no where near the top of the bank will be very good esp. in winter.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.

DLP998**Full Name:** Maureen Turner**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

I object to housing at Longbank Farm because Nunthorpe cannot cope with the amount of traffic now we must keep some Greenspace. How is Ormesby Bank going to cope with more cars it can't now at peak times.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing development and a certain level of increase will need to be accepted from all developments. At the same time, because the site is well-related to the adjacent residential area which has good access to bus services and schools at Nunthorpe, this could promote reduced car dependency. The policy includes a requirement to undertake a Transport Assessment to consider the feasibility, location and nature of site access requirements and the wider implications of the proposals for the highway network. To ensure the development minimises the need to travel by means of the private car, the policy will be amended to also include a requirement to prepare a Travel Plan to consider and include measures to encourage the use of sustainable modes of transport.

DLP1001**Full Name:** Kathleen Connelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Access, roads too narrow for more traffic. What about the surrounding woods this is a special place.

Officer response:

RCBC highways engineers' preliminary assessment indicated that a new junction and access road is likely to be required from near the top of Ormesby Bank to serve the entire site. A transport assessment would however be required to consider the feasibility, precise location and nature of the junction required. Vehicular access via the existing estate roads is deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times. The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any development will be strictly limited in that area. Although development will extend the housing area along the hillside, it will also provide an opportunity to soften the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment.

Section/Policy**Policy H 3.6****Longbank Farm, Ormesby**

DLP910

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

Comment noted. The Council will continue to work with the Highways Agency to assess the impact of development sites on the strategic road network.

DLP542

Full Name: Gladedale Estates Ltd
Organisation:
Agent Name: John Wyatt
Agent Organisation: Signet Planning
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Gladedale Estates Ltd welcome and fully support housing allocation H3.6, which proposes the development of up to 320 dwellings on land at Longbank Farm, Ormesby. Notwithstanding this, Gladedale Estates Ltd would like to object to certain elements of the Draft Plan with these relating both directly to Policy H3.6 and also other non-site specific policies that may have a bearing on the overall delivery of the housing land requirement in Redcar and Cleveland. In this regard, Gladedale Estates Ltd make the following points: Policy H3.6, as currently worded, indicates that housing delivery of the site will not commence until 2019/2020, beyond which 75 units are phased from 2020 to 2024, 150 units 2025 to 2029 and a further 95 units post 2029. However, the site, in its entirety, is currently fully deliverable in the context of paragraph 47 and Footnote 11 of the NPPF. As such, and on a reasonable annual build out rate of 36 private units per annum, 144 private units should be allocated to the first phase ie. 2014/2015 to 18/19 with further 144 private units allocated within the second phase (2020 to 2024) with the balance 2025 onwards. The boundary to the housing allocation shown on drawing no: PLNG501 currently excludes land to the north-west and south-east of Nunthorpe Reservoir. This area of land is under the same ownership as the land contained within the existing boundaries to the allocation and there is no obvious reason why these have been excluded. Whilst these areas may not be suitable for accommodating new housing (this will be confirmed as part of the planning application process) they may, none the less, contribute to development across the wider site by providing the opportunity for introducing landscape buffers in order to minimise any visual impact from development. Policy H3.6 currently puts a restriction on development of the site to no more than 50% of the area as a whole. It is Gladedale's view that, until a full landscape/visual assessment is carried out across the site in order to identify specifically those areas that are more/less suited to accommodating residential development, it is inappropriate at this stage to place such a potentially restrictive burden on development of the site. Indeed, such a restriction may force higher density development in areas considered suitable to accommodate housing, but which would otherwise be more suited to accommodating a less dense form of development. Gladedale therefore request that reference to the development being restricted to 50% of the land area be removed from Policy H3.6.

Officer response:

Housing delivery has been phased because the plan seeks to achieve a balanced distribution of supply across the period, with priority given to the most sustainable sites. The development of this site would be expected to proceed in the later part of the plan period. The document will be amended accordingly to show the correct site boundary. The policy seeks to achieve the limited development of the site in order to minimise the impact on the landscape and local wildlife, to enhance the natural environment through stronger landscaping which blends into the adjacent woodland to the east, to round-off the built-up area at this sensitive location and promote the sustainable development of the site. The 50% figure reflects these objectives, but is indicative and will be reviewed as part of the further consideration of the site. Any proposed increases in density would need to be appropriate to the characteristics and location of the site and justified as essential to achieving economic viability. An alternative approach would be to consider development on the farmstead, which could also promote a more coherent extension to the residential area. As Policy H3 indicates however, achieving the overall housing requirement under Policy H1 is not dependent on this site being built-out to the full potential identified by the developer.

Section/Policy**Policy H 3.7****Spencerbeck Farm, Ormesby****DLP1008****Full Name:** McLean**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Ormesby and Nunthorpe. Increased congestion. Lack of parking and doctors surgeries.

Officer response:

The site has planning permission for 41 dwellings. All material planning considerations were considered as part of the planning application process.

DLP294**Full Name:** Mr Richard Roberts**Organisation:****Agent Name:** Mr Michael Mealing**Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The additional land to the south of the present buildings should also be included as part of the site. The combined site could yield 100 dwellings. There is currently an undersupply of housing and the Council is not able to demonstrate a five-year supply of housing land. For this reason, additional land at Spencerbeck Farm should be released. This site would redress the quality and quantity of housing supply in Greater Eston South, as set out in the SHMA, notably the shortfalls of three, four + bedroom houses. The site can be designed in a way which adds to the amenity of the immediate area without devaluing the appearance, character or function of the green wedge. Perimeter planting around the site can be supplemented so as to enhance the contribution to overall green infrastructure.

Officer response:

Extending the site to the south would significantly extend the housing area into the green wedge and remove the buffer between the farm buildings and the open space and has therefore been rejected as a preferred allocation. The Council's aim is to protect the green wedge. There is currently an undersupply of housing sites, however once the Local Plan is adopted, this won't be the case. The other preferred allocations will make up the shortfall.

DLP1333**Full Name:** V Wright**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to development on this site because of increasing volume of traffic on already congested roads, leading to gridlock and chaos. There are not enough local agreed spaces left to enjoy.

Officer response:

The site has planning permission for 41 dwellings. All material planning considerations were considered as part of the planning application process.

Section/Policy**Policy H 3.7****Spencerbeck Farm, Ormesby**

DLP909

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 41 dwellings at Spencerbeck Farm should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.8****Normanby Hall**

DLP1267**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Our clients would fully support the allocation of Normanby Hall and its grounds for housing development under Policy H3.8. The Hall has now been vacant for a number of years and a sensitively designed residential development comprising the conversion of the listed hall and development of a number of additional dwellings within the grounds would secure the heritage value and significance of this site. It is considered that any development scheme must be designed and this approach will determine the site's capacity. Marketing of the site has indicated that there are no alternative viable options for the restoration of the hall and grounds. Our clients are in discussions with prospective developers in connection with bringing forward a residential scheme for the Hall and grounds. An archaeological Assessment and a detailed assessment of the trees on site has already been undertaken in advance of any design works.

Officer response:

Support for this site noted. Note the suggestion that the site should be design led and this approach is supported. Note that every effort has been made to explore alternative options to restore the hall and its grounds; however no viable alternative has been identified. Note that discussions have already taken place with prospective developers and that a tree survey and archaeology assessment has already been undertaken.

DLP13**Full Name:** Frank Allan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Concerns over the extra traffic from the proposals. If the access is to be taken from Normanby Hall Park and Coach Mews, would object if there was through traffic from Cricket Lane and other sites. Hope the planning department will be sympathetic to the need to save Normanby Hall, but not at the cost of swamping the site with too many houses.

Officer response:

An increase in the amount of traffic is an inevitable consequence of all housing developments and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, and close to services and facilities, such as schools, minimising the need to travel and the distance travelled. The scale of development proposed is also relatively small at 25 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network. A balance needs to be struck between protecting the setting of the Hall and making the site viable enough to provide funding to save and improve the Hall.

Section/Policy**Policy H 3.8****Normanby Hall****DLP10****Full Name:** Mr John Keith Mason**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to the increase in housing numbers for the site from those proposed in the Communities DPD Preferred Options. Object to the impact on the listed building and its setting. Object to the proposed access, increased traffic flows and road safety. Object to environmental impacts.

Officer response:

Whilst it is recognised that the number of dwellings proposed has been increased slightly from the figure within the Communities DPD, this has been necessary to ensure that the development would be viable, in order to secure the long term future of Normanby Hall. The policy includes a condition that development will only be permitted which is sympathetic to the listed building and its setting. English Heritage will be consulted on the detailed design of any development proposals. An increase in the amount of traffic is an inevitable consequence of all housing developments and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, and close to services and facilities, such as schools, minimising the need to travel and the distance travelled. The scale of development proposed is also relatively small at 25 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network. A balance needs to be struck between protecting the setting of the Hall and making the site viable enough to provide funding to save and improve the Hall.

DLP23**Full Name:** Frank Allan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Concerns over the extra traffic from the proposals. If the access is to be taken from Normanby Hall Park and Coach Mews, would object if there was through traffic from Cricket Lane and other sites. Hope the planning department will be sympathetic to the need to save Normanby Hall, but not at the cost of swamping the site with too many houses.

Officer response:

This policy seeks to achieve a balance between, on the one hand, the scale of development and its impacts on the listed building, its setting, the local road network and residential amenity and, on the other, the need to achieve a scheme which is economically viable given the abnormal development costs associated with the site. It is acknowledged in the plan that the figure of 25 units is an indicative capacity based on initial comments from RCBC Highways Engineers and there are limitations in providing an alternative access through Coach House Mews.

DLP805**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

By way of illustration, it is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.08 direct and indirect impacts on Normanby Hall - grade II. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF (see letter for full comments).

Officer response:

Consideration has previously been given to the potential impact of the development upon Normanby Hall and its setting. It is considered that a sympathetic development which includes the restoration and sustainable re-use of the existing hall could be achieved on the site, subject to the submission of an acceptable scheme. Any proposals will be carefully considered against HE2.

Section/Policy**Policy H 3.8****Normanby Hall**

DLP162**Full Name:** Mr D Stockburn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I note that under the new plan you are to increase the number of houses from 20 to 25 I believe this figure to be too great an increase for the Grade 2 listed buildings and grounds. Also I would like to object to the increase in traffic this will bring has where Normanby Hall joins the B1380 residents already have difficulty exiting due to the poor visibility because of the trees and foliage people visiting properties on the B1380 also park on both sides of Normanby Hall Park entry/exit plus there is also the public footpath crossing at this point. There is also the question of children living in Normanby Hall Park crossing the road to play on the green. The proposed plan will increase traffic by nearly 50% onto an already very busy road with poor accident record.

Officer response:

Whilst it is recognised that the number of dwellings proposed has been increased slightly from the figure within the Communities DPD, this has been necessary to ensure that the development would be viable, in order to secure the long term future of Normanby Hall. The policy includes a condition that development will only be permitted which is sympathetic to the listed building and its setting. English Heritage will be consulted on the detailed design of any development proposals. An increase in the amount of traffic is an inevitable consequence of all housing developments and a certain level of increase will need to be accepted from all developments. However, this site was chosen due to its sustainable location, and close to services and facilities, such as schools, minimising the need to travel and the distance travelled. The scale of development proposed is also relatively small at 25 dwellings. Nevertheless, consideration of this site will be fully integrated into the transport evidence base assessments and if necessary the policy updated to include a requirement to undertake a Transport Assessment to consider the access requirements and wider implications of the proposals for the highway network.

DLP911**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 25 dwellings at Normanby Hall should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.9****Former Redcar & Cleveland Town Hall and surplus adjacent land**

DLP912**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

Comment noted.

Section/Policy**Policy H 3.10****Former Redcar Adult Education Centre**

DLP806**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It is not clear that there has been any assessment of the significance of nearby heritage assets (Coatham Conservation Area and Grade II* listed Red Barns House and Hotel), or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF.

Officer response:

The site is physically separated from Coatham Conservation Area and Red Barns House and Hotel by the railway line and the Redcar and Cleveland College buildings, which block any views of the development site from the conservation area. The site is therefore considered to have no impact upon the setting of the Coatham Conservation Area or the Grade II* listed Red Barns House and Hotel.

DLP913**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The site has been included in the Model Assessment Report and appropriate mitigation measures have been identified.

Section/Policy**Policy H 3.11****St. Hilda's Church, Redcar****DLP1640****Full Name:** Mr & Mrs Leggett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because we dont need more houses - no infrastructure to support what we have now.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility. The site is in a highly sustainable location being located on a bus route, opposite Roseberry local centre and within 300m of primary and secondary schools.

DLP1622**Full Name:** Jane & Paul Hiser**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because traffic congestion is becoming a problem. Some green spaces should be protected.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. Designated open spaces will continue to be protected under Policy N2.

DLP1613**Full Name:** Olwyn Schubert**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because there will soon be no spaces left for future generations.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Designated open spaces will continue to be protected under Policy N2.

Section/Policy**Policy H 3.11****St. Hilda's Church, Redcar****DLP1603****Full Name:** G Passman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because too much traffic on Redcar Lane.

Officer response:

he Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

DLP1579**Full Name:** Y Rate**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility.

DLP1568**Full Name:** Mrs V Cooper**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility.

Section/Policy**Policy H 3.11****St. Hilda's Church, Redcar****DLP1567****Full Name:** Mrs A Crow**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility.

DLP474**Full Name:** Mrs H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility. Designated open spaces will continue to be protected under Policy N2.

DLP478**Full Name:** Mr H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of this site is previously developed land and the development of the greenfield parts of the site will enable the provision of a new community facility. Designated open spaces will continue to be protected under Policy N2.

Section/Policy**Policy H 3.11****St. Hilda's Church, Redcar****DLP275****Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

St Hilda's Church, Redcar (H3.11) - if this proposal is implemented it will create a solid mass of housing from West Dyke Road in the east to Kirkleatham Lane in the west which would be totally unacceptable. The housing scheme currently being built just along the road at Newcomen Primary School has no green open space incorporated within it even though the Council's planning guidelines indicate that it should have had. Now the Council is proposing to remove what little green open space there is left in this area by building on the whole of this site. The lack of green open space at Newcomen School should be offset by leaving this green open space as is and the proposal for housing associated with the rebuild of St Hilda's Church abandoned.

Officer response:

Although the proposals will result in the loss of public open space, this is of limited environmental and amenity value due to the position of the existing church towards the centre of the site. Provision within the local area also meets the proposed minimum quantity standard and the loss of the open space to development will have a negligible effect on supply. However, in mitigation, the policy requires an off-site contribution towards the enhancement of existing local spaces.

DLP1609**Full Name:** Mr Heath Bower**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP1615**Full Name:** Miss J Smith**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because we do not need anymore houses. There will be too much traffic on already very busy roads.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

Section/Policy**Policy H 3.11****St. Hilda's Church, Redcar**

DLP914**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 30 dwellings at St Hilda's Church should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.12****Bylands Close, Redcar**

DLP915**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 40 dwellings at Bylands Close should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.13****Connexions Campus (South), Redcar****DLP479****Full Name:** Mr H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

With reference to our objection of house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Designated open spaces will continue to be protected under Policy N2.

DLP480**Full Name:** Mrs H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Designated open spaces will continue to be protected under Policy N2.

DLP675**Full Name:** Mrs G Christie**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Object to the proposed development. The houses would be build close to a main road and would give a feeling of congestion and are claustrophobic. Houses close to road would be dangerous to families with small children. This and other new developments in Redcar should set houses back from the road. Grass verges and front gardens make for better quality of life, spaciousness, which in the longer term makes the housing more viable. To pack as many dwellings into the space as possible, leads to poor quality developments.

Officer response:

The proposals will be expected to be well-designed in accordance with Policy SD4. It is anticipated that the proposals will be well-related to neighbouring developments including the Wheatlands Chase development, currently under construction.

Connexions Campus (South), Redcar

DLP818

Full Name: Mr Dave McGuire

Organisation: Sport England

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

This site is wholly playing field. The Council has not sought to argue that there is surplus of playing pitches in Redcar. This is because the PPS for the Redcar area shows a shortfall of junior football pitches, cricket pitches, and all forms of rugby pitches - which the retention of this site for sport could help to resolve.

Officer response:

The site was formerly a playing field associated with the college, however community use by a junior football club ceased in 2008 when the club relocated to a new base at Dormanstown. The Redcar & Cleveland Playing Pitch Strategy recommends alternative approaches for addressing shortfalls in the Redcar including remarking surplus adult pitches to meet the demand for junior pitches.

DLP731

Full Name: Mr Gary Groom

Organisation: Redcar and Cleveland College

Agent Name: Matt Verlander

Agent Organisation: Arup

Submission type: E-Mail

Agree with section?: No

Comment summary:

The College will through the Property Strategy review the precise land area and also through its own market and viability assessments test a viable number of units and density for the site and then review this with the Council. Dependent on the strategy for the disposal of the site the land may be available for development sooner than the phasing shown in the policy. Clearly this is also dependent on the aspirations of the eventual purchaser of the land. Disagree that the access to the site should be gained through the Wheatlands Chase development as this places commencement of this site in the hands of the existing developer of Wheatlands Chase. This site should be treated as a new standalone site in its own right. The College support the Council's aspiration that the development of the site should result in a particularly high quality scheme. The College also support the principal that in order to achieve a well-designed scheme, proposals should be well-related to adjacent developments and should include a strong physical integration with the Wheatlands Chase development. Noted that the policy seeks to deliver a significant proportion of larger detached properties and affordable housing, however, the proposed mix of units will be principally informed by the College and developer's market and viability assessments. It is our understanding is that there is an oversupply of recreational and open space in this part of the Borough and therefore any provision required on the site will need to be considered in the broader context. The College agree that a transport assessment is required to inform a vehicular access strategy for the site. However, whilst there may be merit in this being via the Wheatland Chase site, the College does not support that access to the site is solely dependent on agreement with a third party (Miller Homes). As a part of the agreement to sell the land at Redcar Lane in 2008 the developer was required to provide a drainage system which could accommodate the development of the whole of the Redcar Lane site. It is our understanding therefore that such a system is already in place. The level of financial contributions towards infrastructure enhancements will be informed by the College and developer's viability assessments. Any financial contributions from the scheme should also take into account that the disposal receipts from the sale of the site will be solely re-invested in education facilities within the Borough.

Officer response:

In the absence of an indicative scheme layout, the estimated yield is based on 75% of the total site area being developed at an indicative overall density of 30 dwellings per hectare. The exact yield will be determined at the planning application stage. Delivery phasing seeks to promote a continuous and balanced housing supply over the plan period. Sufficient sites have been identified to meet requirements over the first phase, taking into account current commitments and the priority given to previously developed sites. The phasing reflects this and the assumption that development is likely to follow on from the neighbouring Wheatlands Chase scheme which is progressing well. The phasing is nonetheless indicative and is subject to change if demand dictates otherwise. Criterion c). will therefore be removed. Whilst the plan indicates that access should be provided via the existing development site, alternative arrangements may be acceptable if they are fully supported by a transport assessment; the policy and supporting text will be amended accordingly. The Tees Valley SHMA identifies that there is an undersupply of larger detached properties within the borough. This site offers one of the few realistic opportunities to deliver a significant proportion of larger detached properties to meet identified needs, therefore the policy reflects this. The site will also be expected to deliver on-site affordable housing in accordance with Policy H4 to meet identified needs. The policy acknowledges the Wheatlands Chase SUDS scheme and it is assumed that the existing arrangements will be capable of accommodating further run-off, negating any further need for remedial action. Any requirement for developer contributions towards infrastructure enhancements will be determined at the planning application stage in accordance with Policy SD5. Open space requirements should be determined in accordance with Policy N3, which advises that where possible provision of open space should be provided on-site. The need for open space provision will be considered in terms of quantity, quality and accessibility of open space, taking into account additional needs created by the development.

Section/Policy**Policy H 3.13****Connexions Campus (South), Redcar****DLP1564****Full Name:** MW Burton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Access to local open space is essential for the well-being and health of residents, both young and old. Your proposals for more housing both in local open space and in existing estates will put more traffic onto Redcar Lane, spoil the health of near residents and cause enormous traffic tailbacks especially if your proposals for housing in the Marske and other regions come to fruition.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. Designated open spaces will continue to be protected from development under Policy N2.

DLP1588**Full Name:** G Passman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because too much traffic on Redcar Lane.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

DLP1620**Full Name:** Mr & Mrs D Ainley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because traffic problems especially Redcar Lane.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

Section/Policy**Policy H 3.13****Connexions Campus (South), Redcar****DLP1627****Full Name:** Jane & Paul Hiser**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because traffic congestion is becoming a problem. Some green spaces should be protected.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. Designated open spaces will continue to be protected under Policy N2.

DLP1639**Full Name:** P Bastow**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because it will be too overcrowded. Its bad enough now.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs.

DLP916**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The site has been included in the Model Assessment Report and appropriate mitigation measures have been identified.

Section/Policy**Policy H 3.14****Land adjacent Rye Hills School, Redcar****DLP819****Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

This site is brownfield, and has not previously been used as playing field. Nevertheless, and in common with a number of schools built in the Borough under the PFI scheme, the Council reneged on planning commitments made to Sport England during the application process. Sport England allows new build schools to be sited on the school's playing field provided the built footprint of the former school is cleared and turned into replacement playing field once the new school is occupied. This allocation is part of the former school's footprint and should have been part of the playing field re-provision.

Officer response:

The land was formerly occupied by school buildings, has never been used as a playing field and now falls outwith the school boundary. The playing fields serving the redeveloped school far exceed the minimum required standard. In the circumstances, redevelopment for housing would represent a more socially-valuable and sustainable re-use of a vacant urban brownfield site.

DLP475**Full Name:** Mr H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. We would like a copy of any detailed plans of proposed house building on the Ryehills School greenfields site, if and when they become available. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. This is a previously developed site which was formerly occupied by school buildings. Designated open spaces will continue to be protected under Policy N2. Details of any planning applications submitted for the site will be available to view on-line or at the Council's office.

DLP42**Full Name:** Cllr Mary Ovens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I wish to register my concerns re.Policy H3.13 on the grounds of access and additional traffic onto Redcar Lane. My other concern is H3.14 as this land was always intended for the development of a new build for Redcar Gym Club.This was accepted by the Governing Body of the school . Discussions with the council have always indicated this use and I am very disappointed to see the reneging of the use of the land.

Officer response:

The policy indicates that the proposals will be subject to achieving an acceptable vehicular access to the site preferably via the existing estate road network off Warwick Road. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. The Redcar Gym scheme is not considered to be deliverable, therefore the site has been proposed for an alternative use.

Section/Policy**Policy H 3.14****Land adjacent Rye Hills School, Redcar****DLP272****Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The Council's playing pitch strategy which was adopted on 13 December 2011 states that there is a shortage of junior and mini soccer pitches in the borough and, as part of the strategy for addressing that shortfall, advocates community use of school playing fields. Any proposal to build on school playing fields would therefore not only contradict the current government's stance on that matter but also undermine the Council's own playing pitch strategy. The proposals in the plan to build on school playing fields should therefore be withdrawn (and additional playing pitches established on those areas instead). Moreover, from a traffic perspective, Redcar Lane is now almost operating at "full capacity" so the extra traffic which would be generated by this scheme (H3.14) and the other proposed scheme on Redcar Lane (H3.13) would cause major problems. In addition, the railway crossing at the north end presents a significant bottleneck to traffic (the crossing closes on average four to five times an hour during the day) and that is never going to go away. It is therefore extremely unwise to build any further houses whatsoever in the Redcar Lane catchment area.

Officer response:

The site was previously occupied by school buildings and has never formed part of the RyeHills School playing fields. The Redcar & Cleveland Playing Pitch Strategy identifies an surplus of senior football pitches within the Redcar area, which could be converted to meet the shortfall in junior and mini pitches. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

DLP1644**Full Name:** Mr P B Maidens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because these are our last open spaces close to, or among their housing estates. This is a human necessity in our increasingly nosier more congested town i.e. Miller Homes so close to Redcar Lane. Negative visual impact now compared to previously carefully planned estates on this Lane.

Officer response:

The site is previously developed land. The development will be expected to be well-designed in accordance with Policy SD4.

DLP1561**Full Name:** MW Burton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Access to local open space is essential for the well-being and health of residents, both young and old. Your proposals for more housing both in local open space and in existing estates will put more traffic onto Redcar Lane, spoil the health of near residents and cause enormous traffic tailbacks especially if your proposals for housing in the Marske and other regions come to fruition

Officer response:

The site is previously developed land. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. Designated open spaces will continue to be protected from development under Policy N2.

Section/Policy**Policy H 3.14****Land adjacent Rye Hills School, Redcar****DLP1600****Full Name:** G Passman**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because too much traffic on Redcar Lane.

Officer response:

The site is previously developed land. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

DLP1618**Full Name:** Mr & Mrs D Ainley**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because of traffic problems, especially on Redcar Lane.

Officer response:

The site is previously developed land. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary.

DLP1626**Full Name:** Jane & Paul Hiser**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because traffic congestion is becoming a problem. Some green spaces should be protected.

Officer response:

The site is previously developed land. The Council has assessed the impact of development on the road network and mitigation works have been identified where necessary. Designated open spaces will continue to be protected under Policy N2.

Section/Policy**Policy H 3.14****Land adjacent Rye Hills School, Redcar****DLP1634****Full Name:** P Bastow**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to housing on greenfield sites in Redcar and Marske because it will be too overcrowded. Its bad enough now!

Officer response:

The site is previously developed land.

DLP481**Full Name:** Mrs H R Wildon**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Object to house building on green field sites in Redcar & Marske. Once a precedent is set, any green spaces will be swallowed up by the demand of house building. We would like a copy of any detailed plans of proposed house building on the Ryehills School greenfields site, if and when they become available. The Labour Party's manifesto promises to protect local green spaces from house building is not being upheld. Reneging on promises will lose a lot of loyal Labour voters.

Officer response:

The Council has prioritised the allocation of previously developed land for development. This is a previously developed site which was formerly occupied by school buildings. Designated open spaces will continue to be protected under Policy N2. Details of any planning applications submitted for the site will be available to view on-line or at the Council's office.

DLP917**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 32 dwellings at land adjacent to Rye Hills School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.15****Land adjacent Newcomen School, Redcar****DLP1645****Full Name:** Mr P B Maidens**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I object to housing on greenfield sites in Redcar and Marske because these are our last open spaces close to, or among their housing estates. This is a human necessity in our increasingly nosier more congested town i.e. Miller Homes so close to Redcar Lane. Negative visual impact now compared to previously carefully planned estates on this Lane.

Officer response:

The Council has prioritised the allocation of previously developed land for development. However, as there is an insufficient supply of previously developed land which is suitable or viable for residential development, it has been necessary to allocate some greenfield sites in order to meet identified housing needs. Part of the site is previously developed land as it was occupied by school buildings. Designated open spaces will continue to be protected under Policy N2.

DLP274**Full Name:****Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Newcomen Primary School (H3.15) - this item should be removed from the plan as the housing construction has already started. This development should never have been allowed to proceed whilst there continues to be a shortage of playing pitches in Redcar. The same mistake should not be allowed to occur again.

Officer response:

The site has planning permission and is under construction. The amount of school playing fields on the site increased overall as a result of the development - there has been no loss of playing fields as a result of the school redevelopment and the housing site.

DLP820**Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Sport England was involved in the redevelopment of Newcomen School as a statutory consultee and was content with the school's new build, and release of this site for housing subject to conditions which secured the reprovision of playing field and community use of the site. Sport England now understands that the community use condition has not been followed through and that the extent of the allocation is greater than that envisaged as part of the school development planning application.

Officer response:

The school playing fields increased overall as a result of the development - there has been no loss of playing fields as a result of the school redevelopment and the housing site. A community use agreement has been in place for the school since 2003. The planning application for the original school site stated an area for disposal for residential use of 7082sqm. A total of 7067sqm of land was formally disposed of by the Council for the residential use, which is consistent with the planning permission.

Section/Policy**Policy H 3.15****Land adjacent Newcomen School, Redcar**

DLP918

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 27 dwellings at land adjacent to Newcomen School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

The site has planning permission and is under construction, however, the site has also been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.16****Land adjacent Errington School, Marske****DLP672****Full Name:** Mr S Cooney**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

We oppose any more development to our "village" of Marske-by-the-Sea. The greenfield and brownfield sites should remain as they are to protect the environment, agriculture and wildlife. The existing Sustainable Urban Drainage System (SUDS) cannot cope with the current excess run-off water, so the installation of more of these huge collection tanks to facilitate the proposed development will surely cause more release of run-off water causing high risk of flooding to the majority of Marske which is geographically lower than the proposed development site. This again is a risk to the environment and human health. Unemployment in the area is already above the national average, so more housing, more people, more unemployment. Where are the jobs going to be created? Is this proposed development just council greed? More housing, more people, more revenue from rates, etc.

Officer response:

The site has planning permission for 14 dwellings. Northumbrian Water were consulted on the planning application and did not raise any concerns regarding surface water drainage on the site. The plan seeks to support economic growth and job creation throughout the borough.

DLP273**Full Name:** Mr S Mitchell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The Council's playing pitch strategy which was adopted on 13 December 2011 states that there is a shortage of junior and mini soccer pitches in the borough and, as part of the strategy for addressing that shortfall, advocates community use of school playing fields. Any proposal to build on school playing fields would therefore not only contradict the current government's stance on that matter but also undermine the Council's own playing pitch strategy. The proposals in the plan to build on school playing fields should therefore be withdrawn (and additional playing pitches established on those areas instead).

Officer response:

The site is not used as a playing pitch and the majority of the site was formerly occupied by school buildings. The Redcar & Cleveland Playing Pitch Strategy identifies a surplus of senior football pitches within the Marske and Saltburn area, which could be converted to meet the shortfall in junior and mini pitches.

DLP450**Full Name:** Ian Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to proposed housing at Marske. The population is declining and there are already over 500 properties for sale in the TS11 postcode area. There is high unemployment in the area and no jobs for new residents. The area is prone to flooding. Marske would lose its own distinctive character. Increased congestion. Increased primary and secondary school provision would be required.

Officer response:

The plan seeks to deliver sufficient housing to meet objectively assessed local needs. The plan also seeks to support economic growth and job creation throughout the borough. The site is previously developed land in a highly sustainable location on a bus route and on the edge of Marske district centre. The site has planning permission for 14 dwellings. Northumbrian Water were consulted on the planning application and did not raise any concerns regarding surface water drainage on the site. It is not considered that this small scale of development will have any adverse impacts upon existing infrastructure.

Section/Policy**Policy H 3.16****Land adjacent Errington School, Marske**

DLP919**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 18 dwellings at land adjacent to land adjacent to Errington School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.17****Wilton Lane, Guisborough**

DLP460

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP920

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 15 dwellings at Wilton Lane should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.18****Former Jacksonâ€™s Field Allotments, Guisborough****DLP461**

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP921

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The site has been included in the Model Assessment Report and appropriate mitigation measures have been identified.

Section/Policy**Policy H 3.19****Middlesbrough Road, Guisborough****DLP462**

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP1321

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd

Agent Name: Kate McGill

Agent Organisation: Nathaniel Lichfield & Partners

Submission type: Letter

Agree with section?: No

Comment summary:

Request that the site to the north is allocated for residential development in the emerging Local Plan as a logical extension to the proposed allocation H3.19 (Middlesbrough Road South).

Officer response:

It is not considered that the site proposed would be suitable or viable for residential development. A large proportion of the site lies within flood zones 2 and 3. The NPPF and associated guidance indicates that development should be avoided, where possible, in flood zones 2 and 3. Access to the site would also be difficult. It is considered that any abnormal costs associated with the flood risk and access would make any residential scheme unviable.

DLP922

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 22 dwellings at Middlesbrough Road should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.20****Former Chaloner Primary School, Guisborough****DLP463****Full Name:** Ms Sarah Housden**Organisation:** North York Moors
National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP923**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 22 dwellings at the former Chaloner Primary School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

The site already has planning permission and is under construction, however the site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.21****Former Luke Senior House, Guisborough**

DLP464

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP924

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 40 dwellings at the former Luke Senior House should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.22****Enfield Chase, Guisborough**

DLP465

Full Name: Ms Sarah Housden
Organisation: North York Moors National Park

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP925

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 30 dwellings at Enfield Chase should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.23****West of Pine Hills, Guisborough****DLP466****Full Name:** Ms Sarah Housden**Organisation:** North York Moors National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park. Sites H3.24 and H3.23 are the closest in proximity to the National Park boundary, one site has already been approved on appeal and the other is currently being commented on by the Authority as part of the formal planning application consultation process with the Borough Council.

Officer response:

Comment noted.

DLP551**Full Name:** A W Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Strongly objects to the proposals. There is no need for several hundred more houses in Guisborough. The housing will be visible for miles from the west. The houses are too far from public services in the town centre. Pressure on local schools/health services etc. Increase in traffic. Would like to see the Council consulting with, and acting positively with local opinion. Consultation was not undertaken properly. The documents were not available at Guisborough library. Make a legally binding agreement to retain King George V playing field.

Officer response:

The Council have already resolved to grant planning permission for 188 dwellings on the site, subject to a Section 106 Legal Agreement. The principle of residential development on this site has therefore already been established. The King George V playing fields will be protected under Policy N2.

DLP662**Full Name:** Aidan Hamilton**Organisation:** Bellway Homes (NE Division)**Agent Name:** Neil Westwick**Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Strongly supports the inclusion of the site as a housing allocation. However, Bellway does not support the density, nature and quantum of the residential development prescribed in the allocation. Consider that the planning application submitted has an appropriate density and housing mix and that the policy should be changed to reflect the planning application.

Officer response:

The policy has been amended for consistency with the permitted scheme.

Section/Policy**Policy H 3.23****West of Pine Hills, Guisborough****DLP740**

Full Name: Valerie Halton
Organisation: Conservative Group
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: No

Comment summary:

A further urbanisation is proposed in the development at Grove Hill, west of Pine Hills, Guisborough. It is stated, 6.167, to 'represent the most realistic opportunity to achieve a major urban extension to the town'. Guisborough is a market town and that is its strength, which makes it sustainable. Who decided that it is to be extended to become a major urban settlement? The site is promoted as 'entirely comprising executive-style detached dwellings'. There is sufficient of that type of housing already in Guisborough. The need lies with supported housing for older people, the numbers of which are growing in Guisborough, and which can be accommodated by the infill sites, which are in ideal locations. Further, 6.172 states 'Urban green space is particularly limited in the west of Guisborough', so the solution suggested by the authors of the Draft Plan, is to build on another greenfield site, but insist that within the estate there is 'formal open space provision. That proposition is beyond good sense.

Officer response:

The Council resolved to grant planning permission for 188 dwellings on the site in January 2014, subject to a Section 106 Legal Agreement. The principle of residential development on the site has therefore already been established. The policy has been amended so that it is consistent with the planing application.

DLP926

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The Council has already resolved to grant planning permission for 188 dwellings on the site, subject to a Section 106 Legal Agreement. The principle of development has therefore already been established. The application was supported by a detailed transport assessment and the impact of the proposals on the strategic road network was considered as part of the planning application process.

DLP1363

Full Name: Aidan Hamilton
Organisation: Bellway Homes (NE Division)
Agent Name: Alexandra Crowe
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Bellway strongly supports the allocation of H3.23 for residential development, but objects to the density, quantum and nature of residential development and requests that the allocation be amended to reflect the form of their current planning application.

Officer response:

The policy has been amended for consistency with the permitted scheme.

Section/Policy**Policy H 3.23****West of Pine Hills, Guisborough**

DLP322**Full Name:** Mrs Hazel Meynell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

There is a current application for this site which is for a much higher density development to commence much sooner than the policy document suggests. Can the Council prevent the over development of this site and stop it happening until the date suggested in the policy document?

Officer response:

The Council has already resolved to grant planning permission for 188 dwellings on the site, subject to a Section 106 Legal Agreement. The policy has therefore been amended to for consistency with the planning application.

Section/Policy**Policy H 3.24****Galley Hill Farm, Guisborough****DLP467****Full Name:** Ms Sarah Housden**Organisation:** North York Moors
National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park. Sites H3.24 and H3.23 are the closest in proximity to the National Park boundary, one site has already been approved on appeal and the other is currently being commented on by the Authority as part of the formal planning application consultation process with the Borough Council.

Officer response:

Comment noted.

DLP552**Full Name:** A W Armstrong**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Strongly objects to the proposals. There is no need for several hundred more houses in Guisborough. The housing will be visible for miles from the west. The houses are too far from public services in the town centre. Pressure on local schools/health services etc. Increase in traffic. Would like to see the Council consulting with, and acting positively with local opinion. Consultation was not undertaken properly. The documents were not available at Guisborough library. Make a legally binding agreement to retain King George V playing field.

Officer response:

The site already has outline planning permission for up to 350 dwellings. The principle of residential development on this site has therefore already been established. A reserved matters application for 328 dwellings has now been submitted and is currently under consideration by the Council. The King George V playing fields will be protected under Policy N2.

Galley Hill Farm, Guisborough

DLP927

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This policy allocates up to 350 dwellings at land at Galley Hill Farm, Guisborough, and that the development of the site will be subject to a detailed transport assessment and the provision of suitable vehicular access from Stokesley Road. The need to understand the impacts of development and the requirements of supporting infrastructure need to be planned for upfront as part of the plan preparation process and should not be left to a planning application. This is particularly pertinent for strategic sites, which are critical to the delivery of the overall strategy. Without understanding the impact of development as part of the Plan preparation process, it is not possible to determine whether the transport infrastructure improvements and mitigation measures proposed in the Plan and the supporting Infrastructure Delivery Plan, are appropriately located and capable of addressing the impacts. Should additional mitigation measures be identified as being required in a Transport Assessment, which have not been planned for, these could potentially be solutions which are not viable, deliverable or capable of being funded, thereby affecting the soundness of the whole Plan. This position is supported by Paragraph 18 in Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development, which states that: 'Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.' As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The site already has outline planning permission for up to 350 dwellings, therefore the principle of development has already been established. The application was supported by a detailed transport assessment and the impact of the proposals on the strategic road network was considered as part of the planning application process.

Section/Policy**Policy H 3.25****Whitby Avenue Field, Guisborough****DLP468****Full Name:** Ms Sarah Housden**Organisation:** North York Moors National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

It is not considered that Policies H3.17 to H3.25 which relate to proposed housing allocations in and around Guisborough will have any harmful impact on the setting of the National Park.

Officer response:

Comment noted.

DLP765**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy H3.25(a) refers to the 'adjoining' conservation area. The site is in fact encircled by the conservation areas and part of it lies within the conservation area. It is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.25 setting of Guisborough Conservation Area. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF.

Officer response:

A heritage assessment will be undertaken to further consider the potential impact of development; the policy will be amended accordingly. The policy already recognises the significance of the site in seeking to avoid development within the Conservation Area and achieving a sensitive and high quality development.

DLP821**Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

2.1Ha site last used as playing field. There is currently a shortfall of 8 pitches across the pitch sports in Guisborough. The town cannot afford to lose playing field which help alleviate the shortage of playing pitches.

Officer response:

The site is not accessible to the public and has not been used a playing field for a number of years. There is currently an overprovision of five senior football pitches in Guisborough, which could be utilised to help meet the shortfalls in provision for junior and mini football pitches. Guisborough RFC are looking for a much larger site to be able to accommodate their requirements for additional rugby pitches.

Section/Policy**Policy H 3.25****Whitby Avenue Field, Guisborough****DLP1293****Full Name:****Organisation:** Gisborough Estates**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Gisborough Estate welcomes the allocation of the Whitby Avenue Field site for housing and the identification of the site as a highly sustainable location for development. The site relates well to the existing settlement pattern and represents a logical infill site within Guisborough. Any future development on the site will: be in keeping with the character and appearance of the local area; be respectful to the neighbouring Conservation Area; and avoid residential development in the eastern part of the site, which lies within Flood Zone 3. Should the development of the Whitby Avenue Field site affect the local Scout and Sea Cadet buildings on the western boundary of the site, Gisborough Estate will, where reasonable, make alternative premises available. Gisborough Estate, however, does not agree with the proposed yield from the site or the timescales for housing delivery proposed in Policy H3.25. The Policy states that the site could yield 32 dwellings. The site is c. 1.9 ha in total, with c. 1.8 ha within Flood Zone 1. Applying a density of 30 dwellings per hectare the site yield would be around 54 dwellings. Our Client requests that Policy H3.25 is updated to reflect this higher yield. The site is available for development now and there are no significant constraints that would prevent housing delivery within the next 5 years. In light of the fact that the Council do not have a 5 year supply, we suggest that timescales for delivery referred to in Policy H3.25 should be brought forward to 2014/15 - 2018/19.

Officer response:

The yield is a broad estimate but in addition to avoiding development in Flood Zone 3 and allow for the retention of open land to accommodate SUDS requirements, it is assumed that housing would be restricted to that part of the site which is outwith the Conservation Area boundary (the former playing field), in order to also minimise the impact of development on the character of the Conservation Area. This reduces the developable area to approximately one hectare. The phasing reflects the priority given to previously-developed land and sites with planning permission in seeking to achieve a balanced distribution of supply across the plan period.

DLP928**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 32 dwellings at Whitby Avenue Field should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

DLP720**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Proposed housing allocation H3.25 is partly located within flood zones 3 and are therefore at risk from flooding. The Local Plan should seek to steer development away from areas at risk from flooding and provide evidence that a sequential approach to growth has been undertaken. Development located within these areas will need to be accompanied by a Flood Risk Assessment (FRA). The FRA will need to discuss all relevant factors of flood risk such as risk to the development, risk to the areas, flow routes, depths, finished floor levels etc. Any development on sites at risk from flooding will need to achieve the 100 year level plus climate change allowance for the lifetime of the development.

Officer response:

The policy recognises that part of the site is within flood zone 3 and indicates that development should avoid the Chapel Beck flood risk catchment area. The number of dwellings proposed acknowledges that only the southern part of the site outside of the flood risk area would be developed. The policy also indicates that a surface water management scheme would need to be delivered as part of the development.

Section/Policy**Policy H 3.26****Church Hill, Skelton**

DLP929

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

This policy allocates up to 262 dwellings at land at Church Hill, Skelton. Again, as stated in response to Policy H3.1, the need to understand the impacts of development and the requirements of supporting infrastructure need to be planned for upfront as part of the plan preparation process and should not be left to a planning application. This is particularly pertinent for strategic sites, which are critical to the delivery of the overall strategy. Without understanding the impact of development as part of the Plan preparation process, it is not possible to determine whether the transport infrastructure improvements and mitigation measures proposed in the Plan and the supporting Infrastructure Delivery Plan, are appropriately located and capable of addressing the impacts. Should additional mitigation measures be identified as being required in a Transport Assessment, which have not been planned for, these could potentially be solutions which are not viable, deliverable or capable of being funded, thereby affecting the soundness of the whole Plan. This position is supported by Paragraph 18 in Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development, which states that: 'Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.' As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's Infrastructure study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

Planning permission has already been granted for the development. All material planning considerations, including highways impacts, were considered as part of the planning application process. Construction has now started on site and therefore the site will be removed as a proposed allocation and included in table 5 as a commitment instead.

Section/Policy**Policy H 3.27****Home Farm, Skelton****DLP772**

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: No

Comment summary:

Policy H3.27 - associated commentary informs that the site lies within the conservation area and adjacent to the grade II* listed All Saints' Church. We are also informed that the character appraisal for the conservation area identifies Home Farm as being amongst the most important groups of buildings. This being the case, the redevelopment of the site cannot satisfy Policy HE1(e) of the Plan because demolition in a conservation area will, we are told, only be permitted if the building makes no significant positive contribution to the architectural or historic character of the conservation area'. Paragraph 138 of the NPPF advises that the loss of a building which makes an important and positive contribution to the significance of a conservation area should be treated as substantial harm. By way of illustration, it is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.27 direct and indirect impacts on Skelton Conservation Area and All Saints Church - grade II*. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF (see letter for full comments).

Officer response:

A heritage assessment will be undertaken and the policy will be amended as necessary.

DLP3

Full Name: Mrs Wendy Raspin
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: In Part

Comment summary:

Speed up development at Home Farm, Skelton. Would like to see public toilets provided.

Officer response:

The policy includes the site within the first phase of housing delivery. There is no proposal to include public toilets within the development.

DLP930

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

The allocation of land for 30 dwellings at Home Farm should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.28****Stanghow Road, Skelton**

DLP931

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 10 dwellings at Stanghow Road should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.29****Former Saltburn Junior School****DLP807****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.29 direct and indirect impacts on Saltburn School -grade II. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF.

Officer response:

The significance of the adjacent school building has already been established through its Grade II listing. The policy recognises the significance of this heritage asset and therefore indicates that the proposed development should be a well-designed high quality scheme which respects the setting of the adjacent Grade II Listed school building. The impact of the proposed development upon the setting of the listed building will be determined during the planning application process.

DLP567**Full Name:** Patricia Kearns**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Redcar & Cleveland Council does not recognise the historical heritage of its area/environment. The above site should be developed on the same lines as the Great Ayton School i.e. sympathetic development of existing school and grounds.

Officer response:

The policy recognises the significance of the historic environment and therefore indicates that the scheme should achieve a well-designed high quality scheme which respects the setting of the adjacent Grade II Listed school building.

DLP932**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The allocation of land for 12 dwellings at the former Saltburn Junior School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence base assessments.

Section/Policy**Policy H 3.29****Former Saltburn Junior School**

DLP822**Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

These playing fields have been used recently by Saltburn Juniors, due to the shortage of junior football pitches in the town. Sport England will need to be satisfied that the club's needs have been met and that junior football shortages no longer exist in Saltburn for this objection to be addressed.

Officer response:

The site is being used by SAFC on an interim basis, prior to that the site formed part of the school playing fields and was not used as general playing pitches. The Council have agreed to grant SAFC a 25 year lease on an alternative site, and Sport England funding has been awarded for the development of this site. Upon completion of the lease, this site will no longer be required as a playing pitch.

Section/Policy**Policy H 3.30****Kilton Lane, Brotton****DLP25****Full Name:** Mr K Chadwick**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Greenfield sites should not be used for development until such time as all other sites have been exhausted. Any future development should include bungalows for the elderly.

Officer response:

The Council has prioritised the development of brownfield sites. Greenfield sites have only been allocated for development where there are no suitable or viable previously developed sites available to meet identified housing needs. The need to provide housing for older people has been considered in the Local Plan with sites identified to help meet this housing need.

DLP773**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy H3.30(h) - we are informed that resolution of archaeological matters is to be achieved on this site, but not before its development is found to be acceptable by being allocated. Without an understanding of the significance of the archaeology, and an assessment of the impact of development upon that significance, the Council is not able to say that the public benefits outweigh the possible harm to the historic environment.

Officer response:

The policy identifies the potential for the site to have some valuable archaeological deposits and indicates that appropriate measures to preserve any remains should be agreed and undertaken prior to the development taking place. This would accord with Policy HE3. On the basis of current information we are confident that archaeological matters would not stop the development of the site, subject to appropriate mitigation.

DLP933**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The Modelling Assessment Report identifies that highway infrastructure improvements will be necessary by 2030 on the A174 around the Skelton and Brotton area if the forecast development traffic from housing sites is to be accommodated without having a detrimental effect on the existing network conditions. Additional work is needed on this, including the identification of highways improvements through the infrastructure plan, where necessary.

DLP361

Full Name: Mrs Geraldine E Nuttall
Organisation: Skelton & Brotton Labour Party
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Brotton has and is seeing new housing built on new estate off Newbury Road (Hunley Manor Phases 1&2) so development of Kilton Lane site should be left to years 2018 or later. The site was originally left as a Buffer Zone between the Bypass and housing whilst we recognise that this is now not going to be sustainable we would make the following points: No development should take place until problems raised by Northumbrian Water in relation to Sewerage infrastructure which is operating at near capacity is resolved. The roundabout on junction with Kilton Lane has poor site lines and these should be addressed prior to any building taking place also entrance to housing site should be by conventional junction not a new roundabout as there is a build out with a speed hump just some 20 yards from possible entrance. We have a good mix of types and styles in Brotton and with each new developments the older estates are becoming the affordable houses but have a lack of good quality designed 4 & 5 bedroom detached houses and 3 bedroom bungalows. We do not need a financial contribution towards additional burial space as Church has spare Councils blouses on this by opening up the ground around the Church for burials. Agree with provision of screening and additional open space on Kilton Lane housing site also archaeological issues will need to be resolved. Where housing gain is raised believe there needs to be significant amount invested in town or village in which new build has taken place.

Officer response:

The phasing reflects the desire to complete existing outstanding commitments prior to development taking place on this site. The Policy recognises the potential for archaeological remains on the site and indicates that appropriate measures should be agreed for their preservation, prior to development taking place. The policy already acknowledges the requirement for a transport assessment to be prepared and a new junction provided at Kilton Lane, along with any other necessary highway works. These matters will be resolved at the planning application stage. The proposals will be expected to provide a mix of housing to meet identified needs. The Tees Valley SHMA identifies that there is a need for additional affordable housing within Brotton and it is therefore expected that the development will contribute towards meeting these identified housing needs, in accordance with Policy H4. It is acknowledged that there is no longer a need for additional cemetery provision in Brotton and the policy has been amended to reflect this. Section 106 agreements will be agreed with the developer to fund any necessary infrastructure or community benefits required as a consequence of development in accordance with Policy SD5.

DLP683

Full Name: Cllr Brian Hogg
Organisation: Redcar & Cleveland Borough Council
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

1) Site lines onto Bypass require improvement for site lines for vehicles coming from Skelton side of Roundabout. 2) No need for extra Roundabout at Entrance to site as Build out and speed hump some 20 metres away so just a plain junction should be enough. 3) Northumbrian Water need to have Sewerage and Drainage upgraded before any development takes place due to system been almost at capacity. 4) We need Executive Housing in Brotton as there is a shortage of good design 4 - 5 Bedroom properties and outer housing should be Bungalows in line with all other Estates preferably 3 bedroom quality housing. 5) With all building that has taken place in previous years the older Estates now provide plenty of affordable housing supply. 6) Because of House building site still been completed this site should only be released in later stages of the plan. 7) Archaeology should be checked as supposed to be site of interest. 8) High Street Regeneration is something that really needs looked into such as possible development of Station Yard as new shopping site. 9) Housing Gain Money or Section 106 should be used to provide a Community Building for top end of Brotton as Church centre is in Danger of Closing and this is a well-used facility for local groups and clubs possible site Old Kiltondale Home Site this could easily accommodate a Building, Car parking, and Muga. This would cater for lack of leisure facilities in Brotton.

Officer response:

The policy already acknowledges the requirement for a transport assessment to be prepared and a new junction provided at Kilton Lane, along with any other necessary highway works. These matters will be resolved at the planning application stage. The policy recognises the sewerage treatment capacity issues in the area and indicates that these would need to be resolved as part of any development. The proposals will be expected to provide a mix of housing to meet identified needs. The Tees Valley SHMA identifies that there is a need for additional affordable housing within Brotton and it is therefore expected that the development will contribute towards meeting these identified housing needs, in accordance with Policy H4. The phasing reflects the desire to complete existing outstanding commitments prior to development taking place on this site. The Policy recognises the potential for archaeological remains on the site and indicates that appropriate measures should be agreed for their preservation, prior to development taking place. Brotton local centre has been included within the retail hierarchy and will continue to remain the focus for town centre uses within the local area. The Station Yard site is included within the local centre boundary and would be supported for retail use in principle. Section 106 agreements will be agreed with the developer to fund any necessary infrastructure or community benefits required as a consequence of development in accordance with Policy SD5.

Section/Policy**Policy H 3.30****Kilton Lane, Brotton**

DLP1163

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Raise concerns over the phasing of development. The Local Plan proposes that the vast majority of development should not take place until post 2023/24. TWNY would urge the Council to reconsider the proposed phasing and implementation arrangements by bringing forward the development of the site to 2014/15. Given the suitability of the site, there is no logical basis for the suggested phasing of development given the pressing need for the Council to deliver housing in the short term in line with the NPPF's requirement for Local Planning Authorities to significantly boost the supply of housing (Para 47).

Officer response:

The Council is allocating sufficient sites within the first phase to significantly boost the supply of housing in accordance with the NPPF. The phasing shown is indicative but takes into account the priorities given to existing housing commitments and the development of brownfield sites and other land in more sustainable locations and in seeking to provide a balanced housing supply across the plan period. The site could come forward for development earlier if local demand permits and it would not hinder the delivery of existing commitments.

Section/Policy**Policy H 3.31****Former Rosecroft School, Loftus**

DLP31**Full Name:** Mrs M Bielby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

Disagree with the housing proposals as the site would need to be accessed from a narrow lane and over a narrow railway bridge.

Officer response:

The site already has planning permission. Access proposals and the impact of the development on the local road network was assessed as part of the planning application process.

DLP934**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

The allocation of land for 51 dwellings at the former Rosecroft School School should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

The site already has planning permission and the impact of the proposals on the road network was assessed during the planning application process. The impact of the development on the strategic road network has also been considered through the Model Assessment Report.

Section/Policy**Policy H 3.32****Hummersea Hills (Phase II), Loftus****DLP30****Full Name:** Mrs M Bielby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

The policy states that Loftus District Centre has a wide range of shops and services - this is not true and is totally opposite what it says in Policy ED1a.

Officer response:

Loftus district centre has a wide range of shops and services which are commensurate with its role and function as a district centre. However, Loftus district centre will be consolidated through the Local Plan to ensure that its scale is consistent with local needs, in order to protect its vitality and viability.

DLP808**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It is not clear that there has been any assessment of the significance of the following heritage assets, or that there has been any assessment of the impact of land allocations upon that significance. Nor can I find any commentary regarding the extent to which any harm to that significance is outweighed by public benefit - H3.32 setting of Coatham Conservation Area. English Heritage is not yet satisfied, therefore, and the Council has not yet demonstrated, that it has identified clearly the significance of any heritage assets that may be affected by a proposed allocation, or carried out an assessment of the impact of development upon that significance. There appears to be little commentary regarding the extent to which any harm to that significance is outweighed by public benefit, taking account of the available evidence and any necessary expertise in accordance with the requirements of the NPPF.

Officer response:

The site is not located in close proximity to any heritage assets, including Coatham Conservation Area.

DLP935**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

As stated in response to Policy H3, consideration of the Model Assessment Report along with the development of the Agency's study will assist with identifying the implications of the development proposals on the Strategic Road Network, along with any measures that may be required to support the development aspirations.

Officer response:

The site was included within the Model Assessment Report. The report did not identify any additional highways infrastructure improvements within the area as a result of the development.

Section/Policy**Policy H 3.33****Cragg Hall Farm, Carlin How****DLP363**

Full Name: Mrs Geraldine E Nuttall
Organisation: Skelton & Brotton
Labour Party

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: Yes

Comment summary:

Agree with the Cragg Hall Development site at Carlin How as this provides residents with the opportunity to stay in Village but purchase a new property.

Officer response:

Support noted.

DLP32

Full Name: Mrs M Bielby
Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: No

Comment summary:

The site is unsuitable for housing. The existing flooding problems would be made worse.

Officer response:

The site has outline planning permission and therefore the principle of development has already been accepted. The policy recognises the surface water drainage issues in the area and indicates that an adequate surface water drainage scheme must be provided as part of any development.

DLP936

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The allocation of land for 46 dwellings at Cragg Hall Farm should not present any particular concerns for the Agency, given the scale of development proposed. However, the consideration of this site should be fully integrated into the evidence base assessments.

Officer response:

Comment noted. The site has been fully integrated into the evidence based assessments.

Section/Policy**Policy H 4****Affordable Housing****DLP1279**

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

Taylor Wimpey do not raise any objections to policy H4 and welcome the provision within the policy which allows for a reduced level of affordable housing (subject to a detailed viability assessment) to be provided should viability be an issue on a particular site. This approach is pragmatic and accords with national guidance.

Officer response:

Support noted.

DLP937

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP425

Full Name: James Reid
Organisation: Barratt Developments Plc
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Policy H4 requires a minimum of 15% on-site affordable housing provision in all areas other than Great Eston North. BDW supports the approach to respond to the findings of viability study, but has concerns following a review that the 15% requirement will render large sites unviable when considered alongside the Â£500 per unit s106/278 contributions. This issue is of particular importance when we consider that sites of Galley Hill, Marske and West of Pine Hills will be liable to such contributions when they account for more than a quarter of the total requirement. As mentioned earlier, the viability study does not account for the full costs of the plan. When these costs are cumulated it will further decrease the viability of such schemes.

Officer response:

The Whole Plan Viability study makes clear that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing and Â£500 per unit S106/278 contributions. Of the three sites mentioned, with potentially higher S106/278 costs, two of these have already secured planning permission, with S106 agreements in place for affordable housing in line with Policy H4. The planning process for the third site is currently ongoing.

Section/Policy**Policy H 4****Affordable Housing**

DLP643**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The plan proposes a 15% affordable housing provision on all sites of gross 15 dwellings or more. An initial assessment of this figure appears to be acceptable in principle but the council should ensure this is deliverable across all sites following the concerns raised regarding development contributions and the findings of the 'Whole Plan Viability Testing' report. Where concerns around viability arise, the policy states that the council will negotiate the final figure based upon the submission of a full viability appraisal by the developer. This is welcomed by Persimmon Homes but as the HBF representations point out, this should not be used as a mechanism to retain an unsustainable policy. It is therefore important that the council ensure that the affordable housing provision is achievable across all sites within the borough. One of the significant concerns of Persimmon Homes around Affordable Housing is centred on the inflexible approach proposed by the Council towards tenure types. Policy H4 states: 'Where the affordable housing requirement is fewer than 10 units, all of the affordable housing shall be provided as social rented or affordable rented housing'. Due to the development cost associated with discounted rent over discounted home ownership, it is the view of Persimmon Homes that this policy is restrictive and does not provide the flexibility required in Paragraph 50 of the NPPF which states that where a need for affordable housing has been identified, 'policies should be sufficiently flexible to take account of changing market conditions over time'. It is therefore suggested that the council employ a flexible approach to ensure that the viability of sites is not jeopardised, particularly on smaller sites, by negotiating the final tenure on a site by site basis. This will allow sites which may otherwise be considered unviable to come forward and provide a sufficient and constant supply of affordable units in line with the Local Plan requirements.

Officer response:

The Whole Plan Viability study makes clear that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that where, on an individual site, the developer believes that provision of affordable housing in accordance with policy would make development unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

DLP523**Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The policy seeks a minimum 15% affordable housing on sites of 15 or more and a financial contribution from smaller developments. Whilst this level appears generally acceptable, the HBF is concerned that if it is applied across the whole of the plan area it could place the delivery of some of the sites at risk. The Council's "Whole Plan Viability Testing" report identifies that such a level will not be achievable in the lower market areas, policy H4 does respond to this by exempting development within Greater Eston North from such contributions, the HBF support this approach. However, once the affordable housing contributions are combined with section 106 / 278 requirements of £2,800 per unit, the larger development sites become unviable. Given that the sites of Galley Hill, Marske and West of Pine Hills will all be liable to pay such a requirement, this is problematic for the plan as they will account for more than a quarter (1,150 dwellings) of the overall proposed housing requirement within the plan (4,050 dwellings). The situation is made worse, because as referred to above, the viability report does not take full account of cumulative policy implications of the plan and the nominal £500 per unit allotted to section 106 / 278 requirements appears to be an under-estimate. The Council are therefore likely to be left with a stark choice of either prioritising affordable housing and foregoing other policy requirements or lowering the affordable housing contributions on the larger sites or quite possibly across the whole of the plan area. The policy identifies that where viability issues are raised the Council will negotiate based upon the submission of a full viability appraisal by the developer. Whilst such an approach is generally supported, it should not be used as a mechanism to retain unsustainable policies. It is incumbent upon the Council to ensure that policies are sustainable in the majority of cases with such negotiations reserved for a handful of cases. The policy seeks 70% of the affordable housing to be social rented. The development costs associated with discounted rent is greater than that for discounted home ownership. It is therefore suggested that the Council takes a flexible approach to such requirements to ensure development viability can be maintained across the whole of the plan area.

Officer response:

The Whole Plan Viability study makes clear that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing and £500 per unit S106/278 contributions. Of the three sites mentioned, with potentially higher S106/278 costs, two of these have already secured planning permission, with S106 agreements in place for affordable housing in line with Policy H4. The planning process for the third site is currently ongoing. Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. As stated above, the Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

Section/Policy**Policy H 4****Affordable Housing****DLP1216****Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Support the flexibility in the policy where viability is an issue. Do not support the tenure requirement in the policy. This is not flexible enough to respond to changing affordable housing needs across the Borough over the plan period and could affect viability. This aspect should be amended.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved. Policy will be updated to reflect the comments regarding the type and size of affordable housing to be provided.

DLP545**Full Name:** Gladedale Estates Ltd**Organisation:** Signet Planning**Agent Name:** John Wyatt**Agent Organisation:** Signet Planning**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The proposed minimum requirement of 15% affordable housing on sites of 15 units or more appears to be generally acceptable. However, it is important to ensure that Policy H4, as currently worded, retains the opportunity for an applicant to challenge the affordable housing requirement on viability grounds (subject to the submission of a viability assessment) in order to ensure that housing sites come forward to meet the housing land requirement unhindered by levels of affordable housing which deem sites unviable. Further, Policy H4 seeks 70% of the affordable housing to be social rented. The development costs associated with this tenure is greater than that for discounted home ownership. It is therefore recommended that the Council take a flexible approach to affordable housing mix to ensure development viability can be maintained across the whole of the plan area.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

DLP659**Full Name:** Aidan Hamilton**Organisation:** Bellway Homes (NE Division)**Agent Name:** Neil Westwick**Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Support the inclusion of the policy and the acknowledgement that some schemes may not be able to achieve the required level of affordable housing for viability reasons. Do not support paragraph 3 which is overly prescriptive. The policy does not allow for the changing affordable housing needs across the borough over the plan period and does not take account of viability.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

Section/Policy**Policy H 4****Affordable Housing****DLP437****Full Name:** Tom Blenkinsop MP**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

I welcome the recognition of need to see that there is decent housing 'for all', and that this includes development of socially rented housing as well as affordable home for purchase. The Local Plan should also emphasise the continuing need for refurbishment and modernisation of existing social landlord stock in the Borough.

Officer response:

Comments noted. The Draft Local Plan is closely associated with the Council's housing strategy, which includes a key objective to ensure continued investment and improvement in the registered provider stock in the borough.

DLP1365**Full Name:** Aidan Hamilton**Organisation:** Bellway Homes (NE Division)**Agent Name:** Alexandra Crowe**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

In line with the NPPF (para 50), Bellway supports the inclusion of paragraph 7 in Policy H4, which acknowledges that, in certain circumstances, schemes will not be able to deliver the affordable housing requirement defined in the Policy for viability reasons. Bellway does not however support paragraph 3, which they consider to be overly prescriptive, dictating what type of affordable housing should be provided on site. We consider that, as drafted, the policy does not offer sufficient flexibility to deal with the changing affordable housing needs across the Borough over the plan period, nor does it take into account viability. We therefore recommend that the policy be reworded to delete the prescriptive requirements and to provide more flexibility.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

DLP1196**Full Name:** Malcolm Steele**Organisation:** Tees Valley Unlimited/Local Enterprise Partnership**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The LEP would fully support the aims of this policy as contributing towards the creation of a balanced and varied housing market offering choice to all levels of society. It is suggested that further guidance be given in respect of viability, for example the type of viability assessment required, how it will be assessed and by who? Paragraph 6.234 gives the gross figure in the SHMA. The net figure is in fact 97, the second lowest in the Tees Valley. Although accepting that the available evidence indicating a need for additional affordable housing in the villages is not currently available, it is suggested that a formal rural exemption policy should be included in the actual policy statement to cover future eventualities.

Officer response:

The gross affordable housing figures are more relevant, as they demonstrate the imbalances within the existing housing stock. A rural exception policy is included within the draft policy.

Section/Policy**Policy H 4****Affordable Housing****DLP1294**

Full Name:
Organisation: Gisborough Estates
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

Gisborough Estate consider that the minimum 15% affordable housing target may render some development unviable and therefore fully supports paragraph 7 of Policy H4, which acknowledges that in certain circumstances, due to viability reasons, schemes will not be able to deliver the affordable housing requirement defined in the Policy. Paragraphs 2 and 3 of the policy seek to define the type of affordable housing that should be provided on schemes of less than and more than 10 dwellings respectively. Gisborough Estate consider that these paragraphs should be deleted as they do not offer sufficient flexibility to deal with changing affordable housing needs across the Borough over the plan period or take into account viability.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

DLP1348

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL fully supports paragraph 7 of Policy H4, which acknowledges that in certain circumstances, due to viability reasons, schemes will not be able to deliver the affordable housing requirement defined in the Policy. Paragraphs 2 and 3 of the policy seek to define the type of affordable housing that should be provided on schemes of less than and more than 10 dwellings respectively. NWL consider that these paragraphs should be deleted as they do not offer sufficient flexibility to deal with changing affordable housing needs across the Borough over the plan period or take into account viability. NWL consider that due to the greater development costs associated with providing social rent against other affordable alternatives, the Council should be prepared to take a pragmatic approach to such requirements in order to further ensure development viability .

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

DLP1316

Full Name: Mr Steve Wharton
Organisation: Northumbrian Water Ltd
Agent Name: Kate McGill
Agent Organisation: Nathaniel Lichfield & Partners
Submission type: E-Mail
Agree with section?: In Part

Comment summary:

NWL consider that the minimum 15% affordable housing target may render some development unviable, particularly where there are abnormal development costs involved. Land north of Middlesbrough Road is partly located in Flood Zone 3 and the engineering works required to develop the land combined with other developer contributions could undermine the development's viability . NWL therefore fully supports paragraph 7 of Policy H4, which acknowledges that in certain circumstances, due to viability reasons, schemes will not be able to deliver the affordable housing requirement defined in the Policy. NWL consider that paragraphs 2 and 3 should be deleted as they do not offer sufficient flexibility to deal with changing affordable housing needs across the Borough over the plan period or take into account viability. NWL consider that due to the greater development costs associated with providing social rent against other affordable alternatives, the Council should be prepared to take a pragmatic approach to such requirements in order to further ensure development viability.

Officer response:

Policy H4, as drafted, reflects evidence that the highest unmet need is for rented housing. It does allow, however, for a proportion of intermediate housing to also be provided. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

Section/Policy**Policy H 4****Affordable Housing**

DLP390**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Our client considers that Policy H 4 should be more flexible and the Council should be open to offsite contributions towards existing housing stock, which could help meet other objectives. Paragraph 173 of the NPPF suggests that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. In line with the NPPF, affordable housing should always be subject to viability and needs to be balanced against other requests for contributions to deliver housing. Policy H 4 should not be a constraint on development and should be in line with the Plan Priority to develop great places to live through a good range and quality of housing.

Officer response:

The Council views the provision of affordable housing on-site as desirable in most instances, in order to assist with the delivery of balanced communities. The circumstances whereby an off-site contribution might be acceptable are clearly set out within Policy H4. The Whole Plan Viability study states that development in the borough, outside Greater Eston North, remains viable whilst paying for affordable housing. However, Policy H4 also makes clear that, where the provision of affordable housing in accordance with policy would make an individual scheme unviable, a viability assessment can be submitted, showing the maximum level of affordable housing that can be achieved.

Section/Policy**Policy H 5****Sub-division and conversion of buildings to residential uses****DLP774**

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Policy H5 and paragraph 6.241 - sub-division or conversion should not result in the unnecessary loss of any heritage significance.

Officer response:

Policy HE2 seeks to protect heritage assets based on their significance. This will form part of the decision making process on applications for the sub-division and conversion of buildings to residential uses.

DLP938

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The conversion of a site from employment purposes to housing, would bring with it different patterns of travel, that could have differing implications, including at the SRN. Such considerations would need to be fully assessed including with reference to any influence at the SRN. The Agency would therefore welcome the consideration of the transport influences of such conversions to be a key requirement alongside the others identified in this policy.

Officer response:

Comments noted. Policy will be updated in accordance with recommendation.

DLP131

Full Name: James Copeland
Organisation:
Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

Sub-division and conversion of buildings to residential uses. Although yet to be formalised, we would welcome clarity as to the impact that the above section would have upon the conversion of barns for residential use without specific planning permission in a move put forward by the Department for Communities and Local Government.

Officer response:

Changes to permitted development rights allowing the change of use of some agricultural buildings to residential use under a prior approval scheme was introduced by the Government on 6 April 2014. Policy H5 would not apply to proposals where planning permission is not required, as the proposals would constitute permitted development.

Section/Policy**Policy H 6****Houses in Multiple Occupation**

DLP939**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Noted.

DLP775**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Sub-division or conversion should not result in the unnecessary loss of any heritage significance. The same considerations apply in respect of Policy H6, as regards the setting of heritage assets.

Officer response:

Policy HE2 seeks to protect heritage assets based on their significance. This will form part of the decision making process on applications for houses in multiple occupation.

Section/Policy**Policy H 7****Gypsy, Traveller and Travelling Showpeople Accommodation****DLP940****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted

DLP776**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Development should not result in the unnecessary loss of any heritage significance. The same considerations apply in respect of Policy H7, as regards the setting of heritage assets.

Officer response:

The existing Gypsy and Traveller site does not impact upon any heritage assets. Should any applications for additional sites be submitted in the future, Policy HE2 will offer sufficient protection to heritage assets based on their significance.

DLP132**Full Name:** James Copeland**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Although many existing sites have adequate on-site facilities for parking, storage, play and residential amenity. It is unclear if 'necessary associated infrastructure' includes the provision of space for any associated livestock (horses, etc.) that the community may have. We would welcome details on how the authority would treat such livestock within the plan to avoid any adverse issues associated (highways, trespass, etc.).

Officer response:

It is not anticipated that the allocated site will make provision for the keeping of livestock. Residents will be expected to find appropriate locations elsewhere to keep their livestock.

Section/Policy**7****NATURAL ENVIRONMENT**

DLP1236**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Paragraph 7.1 - Continued protection and enhancement of our natural environment is supported by the RSPB and we would welcome involvement in any initiatives in the borough to achieve these aims. Paragraph 7.3 - Our aforementioned recommendations regarding a strategic masterplan for the conservation and enhancement of biodiversity would help to achieve these aims and facilitate development and economic recovery within the borough.

Officer response:

Support noted.

DLP777**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Chapter 7: Natural Environment - The policies in this section of the document acknowledge to some extent the historic qualities of the landscape. It is important to recognise that many open spaces are designated heritage assets in their own right (e.g. registered parks and gardens), many are key to the character of conservation areas, and some are integral to designed views and vistas associated with large country houses.

Officer response:

Comment noted. Recognition will be given to heritage assets in text.

Section/Policy**Policy N 1****Landscape**

DLP313**Comment summary:****Officer response:****Full Name:**

We support this policy.

Support noted.

Organisation: Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** Yes

DLP179**Comment summary:****Officer response:****Full Name:** Mr Jeremy Garside

Agree with draft Policy N1.

Support noted.

Organisation: Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** Yes

DLP941**Comment summary:****Officer response:****Full Name:** Michael Hoult

No comment

Support noted.

Organisation: Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes

Section/Policy**Policy N 1****Landscape****DLP828****Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

We support the intention to protect and enhance the landscape, including the areas of the North York Moors National Park visible from within the Borough. The National Trust owns sections of the coast within the Borough, as well as large areas of the North York Moors, including Roseberry Topping which is an iconic landscape feature within the area. We would be pleased to pass on details of our land ownership to the Council if this would assist.

Officer response:

Support noted.

DLP1154**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Natural England welcomes Policy N1: Landscape, which seeks to protect the most sensitive landscapes and natural assets in the area, including the Heritage Coast.

Officer response:

Support noted.

DLP1237**Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Creation of priority habitats is supported by the RSPB.

Officer response:

Support noted.

Section/Policy**Policy N 1****Landscape**

DLP287**Full Name:** Mrs Linda Daniel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The coastline connecting Redcar, Marske and Saltburn supports the same birdlife, flora and fauna, as does the landscape surrounding them, so are important in sustaining one another. They should together be regarded as Sensitive areas to be protected from further development. Each also contains a conservation area and Marske between them is a place of earlier historic interest. Any further development on the outskirts of each of these places would destroy both the character and the views approaching them that contain visible sights of landmark buildings that define them, apart from the beautiful historic country field and wooded landscape surrounding them.

Officer response:

The landscape character assessment has led to a classification of the rural landscape into two categories, 'Sensitive Landscapes', in which much landscape structure is present to give high 'strength of character' which is sensitive to change; and 'Restoration Landscapes', where the land has lost a greater or lesser degree of landscape structure and would benefit from measures to restore that structure and character. Based on the evidence of the Landscape Character assessment, the coastline of Marske is identified as a sensitive landscape area. The area to the south of Marske and a number of smaller areas to the north were identified as restoration landscape areas on the basis that the land has lost a degree of landscape structure and would benefit from measures to restore that structure and character. It is therefore considered inappropriate to redesignate these areas as sensitive landscape. Development Limits, as outlined in policy SD3, will also protect land outside of settlement limits from inappropriate development.

DLP24**Full Name:** Ian Fishburn**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Beacon Moor should be designated as a local green space as it meets all the necessary criteria outlined in the current national planning policy framework.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

Section/Policy**Policy N 1****Landscape**

DLP14**Full Name:** C Lawton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Beacon Moor should be designated as a local green space as it meets all the necessary criteria outlined in the national planning policy framework.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP9**Full Name:** Tony Allison**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see Beacon Moor designated as a Local Green Space.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

Section/Policy**Policy N 1****Landscape**

DLP6**Full Name:** Malcolm Covell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see Beacon Moor designated as a 'Local Green Space'

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP4**Full Name:** Dr Rab Telfer**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Would like to see Beacon Moor designated as a 'Local Green Space'.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

Section/Policy**Policy N 1****Landscape**

DLP735

Full Name: Mr Thomas J Moss.
LI.M.
Dip.Law.Dip.Leg.Prac.

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

Beacon Moor should be included as a local green space. This could never be interpreted as an "expansive tract of land" as the area referred is only those few acres to which the public have access for recreational purposes, which has been explained in my previous representations and no doubt by others and which is severed by the Errington Woods to the North and nearby Upleatham Village boundary and conservation area, virtually only 300 metres or so away, to the South. Feel that a sensitive landscape designation will not offer sufficient level of protection from development. This is simply a policy, which could be overruled or cancelled and would like the site to have a statutory designation. The Council has been provided with an abundant amount of evidence to justify the sites inclusion as a local green space and including how it meets all of the qualifying criteria.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP210

Full Name: Mr S M White

Organisation: Campaign for the
Protection of Rural
England (CPRE)

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: No

Comment summary:

If the policy seeks to protect important landscapes, why are we promoting a proliferation of wind turbines on and around the Eston Hills? Turbines that would be on the land of absentee land owners and erected by absentee developers, neither of whom are interested in the tranquillity, beauty and panoramic splendour of Redcar and Cleveland.

Officer response:

The Local Plan does not promote wind turbines on and around Eston Hills.

DLP690

Full Name: Richard Hunt

Organisation: York Potash Ltd

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

Policy does not allow for any development in the Heritage Coast as it states development can cause no harm. This should be revised provide greater flexibility for the Officer to decide whether the level of harm would be acceptable in that location. The York Potash proposals would be in a restoration landscape area. The requirement to repair or reinstate the landscape is tentatively supported, subject to a greater understanding of these actions. For example the proposed pipeline would conflict with tree planting above it. Under para 7.8 the special qualities of the North York Moors National Park are to be protected and this is explained, partly, as 'landscape setting' and this concept has been explored in other developments that are in close proximity to the National Park (Moorland Energy Limited - Gas Processing Facility).

Officer response:

The NPPF states that local planning authorities should maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas defined as Heritage Coast. Therefore, in accordance with the NPPF, N1 aims to protect the undeveloped special character of the Heritage Coast through only permitting development in exceptional circumstances and ensuring that they are designed and sited so as to cause no harm to its special character. It is therefore concluded that the existing policy approach is appropriate. Opportunities for repair and reinstatement of landscape structure could include measures such as tree planting or hedgerow restoration as appropriate to the site and development.

Section/Policy**Policy N 1****Landscape**

DLP89**Full Name:** Pauline Parker**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We believe that the Local Plan should designate Beacon Moor as Local Green Space. The National Planning Policy Framework states that local communities through Local Plans, should be able to identify for special protection, green areas of particular importance to them by describing each as Local Green Space, thereby ruling out new developments other than in very special circumstances. Beacon Moor (located between New Marske and Upleatham Village), is currently designated as Sensitive Landscape but we believe that it should be designated as a Local Green Space, thus providing even greater protection from undesirable developments.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP1241**Full Name:** Mr Bob Moodie**Organisation:** New Marske Residents Association**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We did request that Beacon Moor was reclassified from Sensitive Landscape to a Local Green Space. Beacon Moor which remains classified as 'sensitive landscape' we would have preferred to see reclassified as a 'local green space' to prevent any possibility of wind farms being developed there in the future.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

Section/Policy**Policy N 1****Landscape**

DLP555**Full Name:** Mrs Linda Daniel**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I believe that such a designated 'Strategic Gap' area as the unique, more unspoiled natural seaside, and farmland area serving as the 'countryside' surrounding and identifying Marske, with its higher woodland hill backdrop (also significant for Redcar, New Marske and Saltburn) should instead be designated a Sensitive Landscape area. Marske is situated between a Heritage coastal site at Saltburn and a 'Ramsar' Cleveland coastal site at Coatham. Although each are unique, they share same beach and natural attributes for wildlife. Applying the holistic approach the council have stated they want to use, designating the area as a Sensitive Landscape Area would make complete sense.

Officer response:

The landscape character assessment has led to a classification of the rural landscape into two categories, 'Sensitive Landscapes', in which much landscape structure is present to give high 'strength of character' which is sensitive to change; and 'Restoration Landscapes', where the land has lost a greater or lesser degree of landscape structure and would benefit from measures to restore that structure and character. Based on the evidence of the Landscape Character assessment, the coastline of Marske is identified as a sensitive landscape area. The area to the south of Marske and a number of smaller areas to the north were identified as restoration landscape areas on the basis that the land has lost a degree of landscape structure and would benefit from measures to restore that function. It is therefore considered inappropriate to redesignate these areas as sensitive landscape. Development Limits, as outlined in policy SD3, will also protect from inappropriate development outside of settlement limits.

DLP755**Full Name:** Gordon Middleton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Following the recent, very disturbing plans to install industrial wind turbines on the beautiful landscape of Beacon Moor, the Council should use every means at it's disposal to protect the site from future undesirable developments and this safeguard should be incorporated into the local plan. By doing so it would reflect the wishes of the local residents plus all the visitors who enjoy it's tranquillity and superb views.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

Section/Policy**Policy N 1****Landscape**

DLP749**Full Name:** Mrs J Cargan**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The Council should use every means at its disposal to protect the site from any future undesirable developments and this safeguard should be incorporated in the Local Plan. This would reflect the wishes of local residents as well as the many visitors who also hold its many positive qualities in high esteem.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP90**Full Name:** Mark Nicholson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We believe that the Local Plan should designate Beacon Moor as Local Green Space. The National Planning Policy Framework states that local communities through Local Plans, should be able to identify for special protection, green areas of particular importance to them by describing each as Local Green Space, thereby ruling out new developments other than in very special circumstances. Beacon Moor (located between New Marske and Upleatham Village), is currently designated as Sensitive Landscape but we believe that it should be designated as a Local Green Space, thus providing even greater protection from undesirable developments.

Officer response:

In preparing the draft Local Plan we felt that the land at Beacon Moor was sufficiently protected from development through a combination of other policies, namely that it is outside development limits and within a defined sensitive landscape area. As such, development would only be acceptable in very special circumstances, as is the case with land designated as local green space. In addition, our understanding of local green spaces led us to conclude that this land may not meet the designation criteria set out in the NPPF; in particular because we think this would be classified as an 'extensive tract of land'. We have reviewed this position in light of comments received on the draft Local Plan, however as no definitive site boundaries have been submitted to support the Local Green Space designation we maintain that Beacon Moor would be classified as an 'extensive tract of land' and as such does not meet the NPPF designation criteria.

DLP306**Full Name:** Mr Nick Sandford**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We welcome the commitment in the last line of the policy to giving priority to the planting of trees, woods and hedgerows. We would like to see either in this policy or in the green infrastructure or biodiversity policies some indication of the quantity of new trees and woods which may need to be planted and how the need in the area may be determined.

Officer response:

Support noted. In terms of landscape, the requirement for tree planting would be influenced by the individual proposal and the existing landscape character. To establish wider need it is intended to use the Woodland Trust's access to woodland standards of 2 hectares within 500m and 20 hectares within 4 kilometres. This will be included in the Planning Contributions SPD.

Section/Policy**Policy N 1****Landscape**

DLP469**Full Name:** Ms Sarah Housden**Organisation:** North York Moors
National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The reference in Policy N1 to protecting the landscape setting and scenic beauty of the National Park is greatly welcomed by the Authority and will provide a stronger policy base for assessing the impact of proposed developments that are close to the National Park boundary and could harm the setting of the Park. However, the policy could be strengthened by removal of the word 'inappropriate' which is not defined and open to interpretation and as worded the policy could imply that 'appropriate' development that impacts on the landscape and scenic beauty of the Park would still be permitted. The phrase 'significant impact' is also open to interpretation. We would be happy to suggest some amended wording for Policy N1 to address the above comments.

Officer response:

The policy will be updated to give high importance to protecting the landscape setting, scenic beauty and special qualities of the North York Moors National Park.

Section/Policy**Policy N 2****Green Infrastructure****DLP216****Full Name:** Mr Keith Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** Yes**Comment summary:**

Support the protection of strategic gaps between Marske and New Marske; and Marske and Saltburn, but fear that this policy is at variance with other statements in the plan, particularly the development of a major new housing site at Marske Inn Farm. The proposals for this will reduce the gap between Marske and New Marske to little more than the width of the by-pass.

Officer response:

The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements.

DLP391**Full Name:****Organisation:** West Midlands
Metropolitan Authority
Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy N 2 suggests that the Council will support the protection, enhancement, creation and management of our green infrastructure network, to improve its quality, value, multi-functionality and accessibility, particularly the strategic gaps between Marske and New Marske and Marske and Saltburn and the green wedges within the open area between Marske and Redcar. Our client supports the safeguarding of the strategic gaps and green wedges in Redcar and Cleveland. The application site lies within the strategic gap between Marske and New Marske. It is not considered that the proposed development will adversely impact upon the wider objectives of the strategic gap due to the proposed landscaping, particularly around the perimeters. Furthermore, a significant wedge will remain between Marske and New Marske. The proposed development is in line with Policy H3.1 and can be brought forward without impacting on other Plan objectives, including Policy N 2.

Officer response:

Support noted.

DLP180**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife
Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** Yes**Comment summary:**

Agree with draft Policy N2.

Officer response:

Support noted.

Section/Policy**Policy N 2****Green Infrastructure****DLP942****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Noted.

DLP1155**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Policy N2: Green Infrastructure seeks to protect, enhance and encourage green infrastructure is strongly supported.

Officer response:

Support noted.

DLP829**Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

The areas of green space around Ormesby Hall provide an important component of its setting, and we fully support their protection and enhancement.

Officer response:

Support noted.

Section/Policy**Policy N 2****Green Infrastructure****DLP788****Full Name:** Mr Andrew Guyton**Organisation:** Forewind Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

In updating the borough's Local Plan, the priority for Forewind is to ensure that the proposed onshore works associated with each project can continue to be facilitated through the Local Plan. Forewind considers that these proposed works are consistent with the policy objectives of each land use as identified in the draft Local Plan proposals map. In particular: 1. Continuing to provide for open space and green wedges on land located between Redcar and Marske-by-the-Sea and provision for the restoration landscape area to the south of A174 is supported by Forewind as it continues to facilitate the installation of underground infrastructure associated with landfall works and export cables. 2. Protecting employment areas in and around Wilton International for renewable energy infrastructure is welcomed and supported by Forewind as it continues to facilitate the installation of converter stations and export cables. If, as a result of consultation, Council is minded to modify land use designations along the proposed route of the onshore works associated with Dogger Bank Teesside A, B, C or D, then Forewind would request Council make provision for the proposed infrastructure cable routes as provided for in the attached plan.

Officer response:

Comments noted. We have not proposed any alterations to land use designations that would affect the proposed infrastructure.

DLP314**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** Yes**Comment summary:**

We support this policy.

Officer response:

Support noted.

DLP300**Full Name:** Mrs Heather Douglas**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

I object to the fact that the only separation proposal appears to be between Marske & New Marske - not Redcar & Marske. These are all individual communities. Marske is not a suburb of Redcar much as RCBC would like it to be

Officer response:

Policy N2, in addition to protecting the strategic gaps between Marske and New Marske; and Marske and Saltburn, protects green wedges within the conurbation including the open area between Marske and Redcar. Green wedges are open areas which delineate the distinctive communities within the conurbation.

Section/Policy**Policy N 2****Green Infrastructure**

DLP1256**Full Name:** England & Lyle
(private clients)**Organisation:****Agent Name:** Mr Ian Lyle**Agent Organisation:** England & Lyle**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Object to the extent of the Green Wedge between East Middlesbrough and Eston/Ormesby/Normanby. The extent of the green wedge has just been carried over from the LDF and no review of the its boundaries has been undertaken. There have been physical changes to the green wedge as a result to new housing at High Farm to the north, which warrants a review of its extent. Further land at High Farm could be allocated for housing without significantly reducing the gap between Teesville and Thorntree.

Officer response:

The approach of separating our settlements through the use of Green Wedges and Strategic Gaps was reviewed as part of Local Plan preparation. Their continued use was considered to be appropriate as they had been successful in retaining the separation of settlements and preventing coalescence, and form an important part of the borough's green infrastructure. We have assessed development sites and in some circumstances considered that limited development could be achieved through revising their extents without compromising the overall aims of the policies. This site was not considered as a potential allocation in the draft plan as it is currently the subject of an extant planning consent to provide community woodland as part of the current High Farm development. Creation of this woodland would enhance the green infrastructure in this location, and its multiple benefits. It is considered that housing development in this area would have an unacceptable impact on the Green Wedge and compromise its function as an open area which delineates distinct communities, and separates Middlesbrough and Redcar & Cleveland Borough Council areas. It would also have an unacceptable impact on its value for local amenity, recreation and wildlife.

DLP1242**Full Name:** Mr Bob Moodie**Organisation:** New Marske
Residents Association**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

I was concerned that the corridors between the local towns/villages were reducing and would have liked to have seen a more definitive barrier to prevent further encroachment to what is currently being proposed, such as 'green wedges' and not just a landscaped corridor. This mainly applies to Marske/New Marske and Marske/Saltburn. There is a small green wedge between Marske and Redcar. We are concerned with the possible closing of the strategic gap that currently exists between Marske and New Marske should the major development go ahead to build new homes to the south side of Marske, bordering the A174 by-pass road.

Officer response:

The purpose of Strategic Gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. The emphasis, therefore, is on maintaining openness and landscape quality over a larger swath of land. Green wedges are more defined open areas within the conurbation which provide buffers between different uses and communities, and are valuable for local amenity, recreation and wildlife in the urban area. As such it is possible to identify the extent of these areas on a map in a way which would be inappropriate for Strategic Gaps. The location of Strategic Gaps are however identified diagrammatically on the Local Plan Key Diagram. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements.

Section/Policy**Policy N 2****Green Infrastructure****DLP1280**

Full Name: Mr Iain Pay
Organisation: Taylor Wimpey North Yorkshire
Agent Name: Mr Ian Lyle
Agent Organisation: England & Lyle
Submission type: E-Mail
Agree with section?: No

Comment summary:

Object to the extent of the Green Wedge between Redcar and Marske. No updated assessment has been done of the extent of the Green Wedge since 1999 despite significant physical changes to the area.

Officer response:

The approach of separating our settlements through the use of Green Wedges and Strategic Gaps was reviewed as part of Local Plan preparation. Their continued use was considered to be appropriate as they had been successful in retaining the separation of settlements and preventing coalescence. We have assessed development sites and in some circumstances considered that limited development could be achieved through revising their extents without compromising the overall aims of the policies.

DLP954

Full Name: G M Collins
Organisation:
Agent Name: GVA Grimley Ltd.
Agent Organisation: GVA
Submission type: E-Mail
Agree with section?: No

Comment summary:

Object to the DLP's identification of the High Farm site beyond that already granted planning consent for housing to remain as a Green Wedge. In GVA's view, the requirement to ensure full, objectively assessed housing needs outweighs out of date policies of constraint such as Green Wedges which were identified in the context of very different development requirements than those which exist today. That said, even with the proposed housing allocations at High Farm, the remaining Green Wedge can continue to perform its strategic role and function and satisfy policy N2. We note the principle of draft policy N2 and agree that Green Infrastructure should help to integrate development with the surrounding townscape and landscape; however this should not be to the extent that housing needs cannot be met.

Officer response:

The approach of separating our settlements through the use of Green Wedges and Strategic Gaps was reviewed as part of Local Plan preparation. Their continued use was considered to be appropriate as they had been successful in retaining the separation of settlements and preventing coalescence, and form an important part of the borough's green infrastructure. We have assessed development sites and in some circumstances considered that limited development could be achieved through revising their extents without compromising the overall aims of the policies. This site was not considered as a potential allocation in the draft plan as it is currently the subject of an extant planning consent to provide community woodland as part of the current High Farm development. Creation of this woodland would enhance the green infrastructure in this location, and its multiple benefits. It is considered that housing development in this area would have an unacceptable impact on the Green Wedge and compromise its function as an open area which delineates distinct communities, and separates Middlesbrough and Redcar & Cleveland Borough Council areas. It would also have an unacceptable impact on its value for local amenity, recreation and wildlife.

DLP707

Full Name: Janet Jeffrey
Organisation:
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: No

Comment summary:

Would like to see the Great Park restored to its former glory. Concerned that parts of the Eston Hills are up for sale and this green space could be lost.

Officer response:

The Council are currently identifying priorities in Greater Eston, with the Great Park (Eston Rec) still remaining one of our areas for future development. The Council will be consulting people once we have a clearer view on proposals and timeframes. This will be a separate process to the Local Plan. The Local Plan contains a number of policies which aim to protect Eston Hills, including policies protecting landscape, historic assets and biodiversity. Any planning application would need to accord with these policies regardless of site ownership.

Section/Policy**Policy N 2****Green Infrastructure**

DLP1104**Full Name:** Mr Russell Moxham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

In respect of the strategic gap between Marske and New Marske the DLP states that "a deep planting buffer towards the A174 reinforces the strategic gap to New Marske". How can the addition of a sprawling housing estate, that reduces the physical gap between Marske and New Marske to just 471m (and yes, I have measured it) be mitigated by planting a few rows of trees? This is just a ridiculous concept that has been included as a feeble attempt to fool people in to believing that the individual identities of our villages will not be impaired. Urban sprawl is not welcome, not required and not appropriate in this part of the borough.

Officer response:

The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements.

DLP445**Full Name:** Carole A Simpson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Support the protection of strategic gaps between Marske and New Marske; and Marske and Saltburn, but fear that this policy is at variance with other statements in the plan, particularly the development of a major new housing site at Marske Inn Farm. The proposals for this will reduce the gap between Marske and New Marske to little more than the width of the by-pass.

Officer response:

The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements.

Section/Policy**Policy N 2****Green Infrastructure****DLP403****Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy N2 states that green wedges and strategic gaps will be protected and that the protection, enhancement, creation and management will be supported. However, development is planned on good agricultural land around all of these areas. Why when you state there is a good supply of brownfield land? The policy is contradicted by planned developments at Marske Inn Farm and Windy Hill. Strategic gaps which prevent the conurbation and surrounding settlements from coalescing, strategic landscape areas, public rights of way, and other walking and cycling routes, which the Plan claims to protect, all threatened by the aforementioned planned developments.

Officer response:

Whilst the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the identified housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development on the edge of existing settlements. However, as part of these developments/proposed developments, separation between the Borough's settlements has been maintained. The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements. It is therefore believed that this development can be accommodated whilst retaining distinctiveness between the settlements in accordance with Policy N2. Provision of highly accessible community green spaces, improved walking and cycling links, retention of the Public Right of Way at the northern boundary of the site and an appropriate landscape assessment will all be required as part of any development proposals. No development at Windy Hill is proposed in the Local Plan.

DLP211**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

If this is the Council's true aim then why the urban sprawl that has brought Marske so close to Redcar and threatens to do the same between Marske and New Marske and has plagued, and continues to plague, Guisborough? Point b supports the enhancement of strategic gaps between Marske/New Marske and Marske/Saltburn but inconsistent with this is Policy 3.1 which would do the opposite in relation to Marske/New Marske and para.2.15 which seeks to prevent uncontrolled urban sprawl. Also, why threaten the rights of way on Eston Hills and views from the Cleveland Way with gigantic wind turbines?

Officer response:

Whilst the priority has been to accommodate new development on previously developed land and within existing settlements, in order to meet the identified housing need within the Borough and provide sufficient deliverable sites, it has been necessary to revise development limits to accommodate some development on the edge of existing settlements. However, as part of these developments/proposed developments separation between the Borough's settlements has been maintained. The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements. There are no specific proposals for wind turbine development within the Local Plan. Policy SD6 sets out a number of criteria against which any proposals for wind turbines would be assessed.

Section/Policy**Policy N 2****Green Infrastructure****DLP147****Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

You Claim that 'We will support the protection, enhancement, creation and management of our green infrastructure network, to improve its quality, value, multi-functionality and accessibility, particularly in the following locations:strategic gaps between: Marske and New Marske; and Marske and Saltburn;' Clearly the Housing plans for Marske fly in the face of this.

Officer response:

The aim of strategic gaps is to ensure that the conurbation settlements do not coalesce with surrounding settlements, to help maintain their identity. Although the A174 will establish a definitive settlement boundary at Marske, the development of the Marske Inn Farm site will inevitably reduce the distance between the built-up areas. Therefore, in mitigation, Policy H3.1 requires the landscaping scheme as part of any development of the Marske Inn Farm site to incorporate a deep planting buffer along the southern boundary to reinforce the strategic gap with New Marske in order to retain the separate identity of the two settlements.

DLP713**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We welcome the inclusion of a policy in relation to green infrastructure as effectively designed green/blue infrastructure can contribute to increasing landscape permeability, therefore benefiting wildlife and people. In relation to paragraph 7.18, we would welcome references to 'waterways and wetlands' within the list of green infrastructure. We would also support references to blue wedges.

Officer response:

Comments noted. Supporting text will be updated in accordance with comments.

DLP319**Full Name:** Mr Nick Sandford**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support much of this policy and particularly paragraph 7.19, which sets out some of the benefits of green infrastructure to the well being of local residents. We also welcome the inclusion of trees and woods as a type of green infrastructure. The Woodland Trust believes that woodland creation is especially important for green infrastructure provision because of the unique ability of woodland to deliver across a wide range of benefits. These include for both landscape and biodiversity (helping habitats become more robust to adapt to climate change, buffering and extending fragmented ancient woodland), for quality of life and climate change (amenity & recreation, public health, flood amelioration, urban cooling) and for the local economy (timber and woodfuel markets).

Officer response:

Support noted.

Section/Policy**Policy N 2****Green Infrastructure**

DLP188**Full Name:** Mr John Dear**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

There is a vast amount of data available to identify key wildlife areas within the area covered by this plan. This information should be used to enhance and extend the wildlife amenity of such areas, including mitigation in new developments. Local Nature Partnerships are well placed to contribute.

Officer response:

Comments noted. The Council has been working with Tees Valley Nature Partnership as part of the preparation of the Local Plan.

DLP100**Full Name:** mr james e whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

The open area between Redcar and Marske is necessary to provide a buffer zone between the sewage works and the nearest houses. 400 metres was deemed to be minimum separation distance.

Officer response:

Comment noted. The area between Redcar and Marske has been included as a green wedge.

DLP718**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We support the recognition of the socio-economic value of a good quality environment to local communities as highlighted in paragraphs 1.101 and 7.2. However, it is considered that the draft Local Plan does not provide sufficient regard to realising these benefits. We therefore recommend that policies N2 (Green Infrastructure) and N4 (Biodiversity and Geological Conservation) are amended to provide greater emphasis on actions that specifically protect and improve the water environment in local neighbourhoods.

Officer response:

Support noted. The plan will be amended in accordance with comments.

Section/Policy**Policy N 2****Green Infrastructure**

DLP167**Full Name:** mr james e whitham**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

The open area between Redcar and Marske is necessary to provide a buffer zone between the sewage works and the nearest houses. 400 metres was deemed to be the minimum separation distance to mitigate any nuisance from offensive smells.

Officer response:

Comment noted. The area between Redcar and Marske has been included as a green wedge.

Section/Policy**Policy N 3****Provision of Open Space, Leisure and Community Facilities****DLP943****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Noted.

DLP1156**Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

The policy is supported by Natural England. Benefits of including open space within new developments include human health and wellbeing. It may also mitigate the pressure of recreational impacts on designated sites.

Officer response:

Support noted.

DLP546**Full Name:** Gladedale Estates Ltd**Organisation:** Signet Planning**Agent Name:** John Wyatt**Agent Organisation:** Signet Planning**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy N3 presently requires all housing developments to make a contribution towards open space, sport, recreational and community facilities to serve and support the site. It is considered that this current approach is contrary to the provisions of paragraph 204 of the NPPF. In areas having a surplus of contributions of open space, contributions should only be sought where the proposed development would lead to a deficit by virtue of its scale or location. In light of this reference to such circumstances needs to be incorporated within Policy N3.

Officer response:

Comment noted. Wording will be amended accordingly to make clear that provision, or an off-site contribution, will be not be required where it can be demonstrated that there is already sufficient provision to meet current needs, as well as those expected to arise from new development, in terms of access, quantity and quality.

Section/Policy**Policy N 3****Provision of Open Space, Leisure and Community Facilities****DLP524****Full Name:** Matthew Good**Organisation:** Home Builders Federation Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The policy identifies that off-site contributions towards open space will be sought in some instances. Such an approach may be contrary to NPPF paragraph 204 as well as the CIL regulations. The policy also does not consider areas of current surplus open space provision, as indicated through an up to date open space audit. In instances of surplus, contributions towards open space should only be sought where the proposed development would lead to a deficit by virtue of its scale or location. It is therefore recommended that the Council reconsider the wording of the policy in light of the CIL regulations and identify that in areas of surplus open space contributions will not be sought.

Officer response:

Comment noted. Wording will be amended accordingly to make clear that provision, or an off-site contribution, will be not be required where it can be demonstrated that there is already sufficient provision to meet current needs, as well as those expected to arise from new development, in terms of access, quantity and quality.

DLP1349**Full Name:** Mr Steve Wharton**Organisation:** Northumbrian Water Ltd**Agent Name:** Kate McGill**Agent Organisation:** Nathaniel Lichfield & Partners**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

The standards for quality and quantity of open space in the upcoming Planning Obligations SPD are based on two reports completed pre-recession. A balanced approach to the quality and quantity of provision needs to be taken in order to ensure development viability. Any financial contributions sought in respect of open space should meet the tests set out at paragraph 204 of NPPF.

Officer response:

The Playing Pitch Strategy and Green Space Strategy recommend standards for open space based on detailed audits of needs and condition of spaces, including consultation with interest groups. It is therefore considered that these reports are appropriate evidence bases on which to base standards. Development viability will be considered when requiring planning obligations. Any planning obligations will accord with the NPPF.

DLP433**Full Name:** Ms R Freeman**Organisation:** The Theatres Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We note that the term 'community facilities' appears throughout the document in policies and in accompanying text, yet there is no explanation of what is meant by this term. We suggest for clarity and so that guidelines are consistent that an entry is made for this term in Appendix 2, the Glossary, and recommend this succinct all-inclusive description which would obviate the need to provide examples: community facilities provide for the health and well-being, social, educational, spiritual, recreational, leisure and cultural needs of the community. Policy N3 seems to deal primarily with open spaces and therefore including community and cultural facilities here is not appropriate. Item 70 of the NPPF seeks to promote the use of shared spaces and safeguard against the loss of community facilities. To reflect item 70 of the NPPF, we suggest that community and cultural facilities are extracted from Policy N3, as they are not provided for within the text of the policy, and a separate policy is introduced to deal with the protection, enhancement and provision of new community and cultural facilities.

Officer response:

A definition of community facilities will be added to the glossary. Reference to community and cultural facilities will be removed from Policy N3. Policy ED1 'Protecting and Enhancing the Borough's Centres' currently protects cultural and community facilities, including those located outside of borough centres. The local spatial strategies seek improvements to existing facilities. It is therefore considered that the Local Plan provides sufficient coverage to reflect the NPPF and a separate policy is not needed.

Section/Policy**Policy N 3****Provision of Open Space, Leisure and Community Facilities****DLP392****Full Name:****Organisation:** West Midlands Metropolitan Authority Pension Fund**Agent Name:** David Staniland**Agent Organisation:** Knight Frank LLP**Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The Policy advises that an appropriate financial contribution will be required to fund the on-going maintenance of any open spaces provided or improved as part of development over a suitable time period of 10 years. It is considered that our client's outline application for the Marske Inn Farm site would fully accord with Policy N3, as open space, leisure and community facilities are proposed throughout the site. However, our client considers that Policy N3 should be more flexible and allow for opportunities of offsite improvements and upgrades to existing facilities, where appropriate. In doing so, the Council must undertake a qualitative assessment of facilities, rather than quantitatively assessing facilities.

Officer response:

Comments noted. Policy N3 already allows a contribution towards an off-site provision or improvement of open spaces or facilities, where the development would be better served by improvements to existing provision. A qualitative and quantitative assessment of the different sites of open space provision was undertaken to inform the Green Space Strategy and Playing Pitch Strategy.

DLP816**Full Name:** Mr Dave McGuire**Organisation:** Sport England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Sport England fully supports Policy N3 in principle, but notes that the designation does not seem to extend to playing fields on education sites on the Policies Map. This seems illogical and Sport England wishes to challenge this arbitrary distinction.

Officer response:

The policies map does not show playing fields on education sites as not all are in community use, and where a community use agreement is in place this may be subject to change. The identification of playing pitches on education sites will be kept up to date in the Playing Pitch Strategy. Policy N3 will nevertheless apply to school playing pitches.

DLP644**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Persimmon Homes have no objections in principle to providing a contribution towards open space where necessary and the inclusion of point d is welcomed as it should, in theory, exclude sites from contributing to the provision of open space where there is an existing surplus in the vicinity. However, 28 of the 33 allocated housing sites require a contribution to open space. In accordance with Policy N3, this contribution should only be sought in areas where there is not a surplus of provision, to avoid unjustifiable contributions which may ultimately affect the viability of sites.

Officer response:

The need for open space and playing pitch provision and improvements are established in the Playing Pitch Strategy and Green Space Strategy which form part of the Local Plan evidence base. The requirement for open space provision in the policies is based on this evidence base. It is not intended that provision or an off-site contribution will be required where it can be demonstrated that there is already sufficient provision to meet current needs, as well as those expected to arise from new development, in terms of access, quantity and quality. This clarification will be added to policy N3.

Section/Policy**Policy N 4****Biodiversity and Geological Conservation**

DLP1157		Comment summary:	Officer response:
Full Name:	Kate Wheeler	Natural England particularly welcomes Policy N4, which provides advice on the protection of designated sites.	Support noted.
Organisation:	Natural England		
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP944		Comment summary:	Officer response:
Full Name:	Michael Hoult	No comment	Noted.
Organisation:	Highways Agency		
Agent Name:			
Agent Organisation:			
Submission type:	E-Mail		
Agree with section?:	Yes		

DLP1318		Comment summary:	Officer response:
Full Name:	Mr Steve Wharton	NWL support Policy N4 which requires biodiversity to be considered at an early stage in the development process, with appropriate protection and enhancement measures incorporated into the design of development proposals. NWL endorses the proposed approach in draft Policy N4 whereby if detrimental impacts on biodiversity cannot be avoided, mitigation, or lastly compensation should be provided, where appropriate.	Support noted.
Organisation:	Northumbrian Water Ltd		
Agent Name:	Kate McGill		
Agent Organisation:	Nathaniel Lichfield & Partners		
Submission type:	E-Mail		
Agree with section?:	Yes		

Section/Policy**Policy N 4****Biodiversity and Geological Conservation****DLP830****Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Support the policy.

Officer response:

Support noted.

DLP778**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Paragraph 7.33 - the concept of 'net gain' does not sit easily with the historic environment because it is a finite resource. Only rarely may heritage assets be relocated (such as in the case of war memorials).

Officer response:

Policy N4 recognises that some natural and historic resources, such as ancient woodland, are irreplaceable and therefore only allows development which would result in their loss or deterioration where development in that location would clearly outweigh the loss. However, the policy will be strengthened in accordance with comments made by the Woodland Trust.

DLP321**Full Name:** Mr Nick Sandford**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

We welcome the supporting text at the bottom of the page outlining some of the key benefits of trees, woods and hedgerows. We welcome the fact that protection of irreplaceable habitats such as ancient woodland and ancient trees is included in the wording of the policy, but we would like to see this strengthened, as currently it merely repeats the wording in the National Planning Policy Framework. We would like to see the policy state that ancient woodland should be protected from damage or destruction other than "in very exceptional circumstances". It is also important ensure when talking about the "need for a development", planners consider whether the development is needed in that particular location or whether it could be located on another site which does not damage irreplaceable habitats.

Officer response:

Comments noted. The policy wording will be strengthened in accordance with suggestions.

Section/Policy**Policy N 4****Biodiversity and Geological Conservation****DLP189****Full Name:** Mr John Dear**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Offsetting should be seen as a last resort. If used, there should be an increase in biodiversity greater than that lost, and it should be local to the area lost. These principles must be embedded in this policy.

Officer response:

Policy N4 requires compensation lastly after avoidance and mitigation, where there is detrimental impacts on biodiversity and geodiversity. The policy currently requires the provision of net gains where possible. The policy/supporting text will be updated to require provision is provided local to the area lost.

DLP404**Full Name:** Emma Thornton**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Paragraph 7.35 - The preservation, restoration, re-creation and recovery of local and national priority species and habitats will also be promoted' how do you plan to achieve this by building on so many greenfield sites?

Officer response:

In preparing the Local Plan, the re-use of previously developed land has been promoted over the use of greenfield sites, however, in order to meet the Borough's identified housing needs, it has been necessary to allocate some greenfield sites within and adjacent to existing settlements. In allocating these sites, impact on biodiversity and protected species was considered, with some sites ruled out for this reason. Furthermore, any development on allocated sites will have to accord with the development plan, including policy N1 which requires developments, where possible, to restore or create special features of the the landscape, with priority given to the creation of habitats to support local biodiversity priorities; policy N2 on green infrastructure, which supports the provision of green infrastructure as part of developments including priority natural habitats and species; and policy N4 which aims to protect and enhance the borough's biodiversity.

DLP181**Full Name:** Mr Jeremy Garside**Organisation:** Tees Valley Wildlife Trust**Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support the policy regarding the protection of internationally and nationally designated sites, but there is no policy statement on the protection to be given to Local Sites. The National Planning Policy Framework states that 'Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.' The policy also fails to give any protection to national or local biodiversity priority species or to species protected by law. We support the explanatory text in Paragraph 7.34 on the Natural Network Opportunity Mapping. We support the statement in paragraphs 7.41 and 7.42 on Local Wildlife and Geodiversity Sites, but suggest that reference also be made to the process of selection and designation of Local Sites, the role of the Local Sites Partnership and how this process is consistent across Local Authority boundaries.

Officer response:

Policy N4 covers locally designated sites, explaining that in accordance with the relative importance of the site 'development that is likely to have an adverse impact on...locally designated sites will only be approved where: c. the benefits clearly outweigh any adverse impact on the site; and d. no reasonable alternatives are available.' However, the policy will be updated to give a clearer distinction between the protection of nationally and locally designated sites. The Local Plan states that 'the preservation, restoration, re-creation and recovery of local and national priority species and habitats will also be promoted', however, it is considered that protection of these species within the policy could be strengthened. It is not intended to duplicate in the Local Plan protection already given by other legislation, however, reference to protected species will be added to policy/supporting text. Supporting text will be updated with regard to the process of selection and designation of Local Sites and the role of the Local Sites Partnership in the Tees Valley.

Section/Policy**Policy N 4****Biodiversity and Geological Conservation****DLP316****Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support the statement in paragraph 7.34 on the Natural Network and Opportunity Mapping.

Officer response:

Support noted.

DLP315**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

We support the policy with regard to the protection of internationally and nationally designated sites. We think that the policy should be amended to include a statement on the protection of Local Sites and that this should be included for the plan to be compliant with the National Planning Policy Framework. We also believe that a policy statement should be included for biodiversity priority species and species protected by law.

Officer response:

Policy N4 covers locally designated sites, explaining that in accordance with the relative importance of the site 'development that is likely to have an adverse impact on...locally designated sites will only be approved where: c. the benefits clearly outweigh any adverse impact on the site; and d. no reasonable alternatives are available.' However, the policy will be updated to give a clearer distinction between the protection of nationally and locally designated sites. The Local Plan states that 'the preservation, restoration, re-creation and recovery of local and national priority species and habitats will also be promoted', however, it is considered that protection of these species within the policy could be strengthened. It is not intended to duplicate in the Local Plan protection already given by other legislation, however, reference to protected species will be added to policy/supporting text.

DLP317**Full Name:****Organisation:** Tees Valley Nature Partnership**Agent Name:** Mr Jeremy Garside**Agent Organisation:** Tees Valley Nature Partnership**Submission type:** Web**Agree with section?:** In Part**Comment summary:**

While we support the inclusion of paragraphs 7.41 and 7.42 on Local Wildlife and Geological Sites, we propose that reference also be made to the process of selecting and designating Local Sites. This is an ongoing process so that Local Sites may be selected or even de-selected during the lifetime of the Local Plan. We believe it is also important to record that this system is consistent across administrative boundaries. (Please also note that the term used in Defra guidance is "Local Wildlife and Geological Sites" not "Geodiversity Sites".)

Officer response:

Comments noted. The supporting text will be updated to explain the process of site selection and designation throughout the plan period. Terminology will be updated in accordance with Defra guidance.

Section/Policy**Policy N 4****Biodiversity and Geological Conservation****DLP1238****Full Name:** Neil Douglas**Organisation:** RSPB**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

There are many aspects of this policy which are supported by the RSPB and the positive intentions with regard to the protection and enhancement of the borough's biodiversity assets are noted. However, a number of additions and alterations to policy N4 are recommended. Para 7.33 Recommendations of this section are broadly supported, with recommended changes. The Convention on Biological Diversity definition of biodiversity should be noted and that positive gains in species composition will not always be appropriate to outweigh any loss in diversity within a species - that is, a gain in one or more species may not compensate for diminishment of another. Para. 7.34 We welcome the commitment the Council shows to working closely with the Tees Valley Local Nature Partnership to strengthen planning for biodiversity across local boundaries. Para. 7.35 Support Para. 7.39 Areas of the South Gare and Coatham Sands SSSI that are beyond the boundary of the Teesmouth and Cleveland Coast SPA, are likely to be important to its integrity. Please see recommendations made for Policy N4. An additional SSSI in the borough is Pinkney and Gerrick Woods. Para. 7.40 Object - Plans to protect and enhance SSSIs within the Local Plan must be more ambitious.

Officer response:

i) Policy will be updated to include international priority species and habitats. ii) Reference to compensation with regard to Natura 2000 sites in criterion a, will be removed. iii) An explanation will be added to policy (and HRA) that imperative reasons of public interest should be applied as a last resort. The supporting text will be amended to explain that any sites secured as compensation should be given the same protection as European sites. iv) Policy will be updated with regard to SSSIs in accordance with recommendations. Para. 7.33 Note the Convention on Biological Diversity definition of biodiversity and that positive gains in species composition will not always be appropriate to outweigh any loss in diminishment of another. Para. 7.34 Support noted. Para. 7.35 Reference to internationally protected species will be added. Para. 7.39 Comment noted. List of SSSIs will be updated. Para. 7.40 Protection of SSSIs in policy will be updated in accordance with earlier comments.

DLP719**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We support the recognition of the socio-economic value of a good quality environment to local communities as highlighted in paragraphs 1.101 and 7.2. However, it is considered that the draft Local Plan does not provide sufficient regard to realising these benefits. We therefore recommend that policies N2 (Green Infrastructure) and N4 (Biodiversity and Geological Conservation) are amended to provide greater emphasis on actions that specifically protect and improve the water environment in local neighbourhoods. With regards to paragraph 7.46, in relation to hedgerows and woodland, we would welcome a specific section that describes the value of neighbourhood watercourses as wildlife corridors, in a similar way that hedgerows and woodland is referenced. We would also welcome actions which ensure the passage and migration of fish and eels.

Officer response:

Policy N4 will be updated in accordance with recommendations. Paragraph on the benefit of neighbourhood watercourses will be included.

DLP715**Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We would welcome the inclusion of text which advocates opportunities to create wet woodlands for the benefit of both flood risk mitigation, water quality improvement and an enhanced biodiversity.

Officer response:

Comment noted. Text will be updated in accordance with recommendation.

Section/Policy**Policy N 4****Biodiversity and Geological Conservation****DLP714****Full Name:** Lucy Mo**Organisation:** Environment Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We would welcome the inclusion of text which advocates opportunities to create wet woodlands for the benefit of both flood risk mitigation, water quality improvement and an enhanced biodiversity.

Officer response:

Comment noted. Text will be updated in accordance with recommendation.

DLP645**Full Name:** Mr Ben Stephenson**Organisation:** Persimmon Homes Teesside**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Whilst Persimmon Homes acknowledges their responsibility under Habitats Directive and the Conservation of Habitats and Species Regulations 2010 (as amended) to conduct such appropriate assessments on appropriate sites, the council should ensure that they have a strong, justifiable framework from which to request and then subsequent assess this policy. The framework should create universal guidelines for the Borough that clearly and simply set out the need for such requirements, the scope of the assessments and the benchmarks for what is considered to be an acceptable and unacceptable impact on such a site. Following this, it should also include the acceptable mitigation measures that would remedy such impacts in order to resolve the ambiguity which surrounding such issues. Without a framework development could be delayed and viability could be affected.

Officer response:

The requirement for Appropriate Assessment as stated in the draft Local Plan is based on the findings of the Habitats Regulations Assessment of the Plan. It is not considered appropriate to have universal guidelines for the Borough providing the detail suggested, as impacts and acceptable mitigation could differ on a site by site basis.

DLP471**Full Name:** Ms Sarah Housden**Organisation:** North York Moors National Park**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The National Park Management Plan identifies strategic habitat connections, including along the north east boundary of the Park and coast and continuing beyond the Park boundary further into Redcar and Cleveland. Although habitat networks are mentioned in the supporting text to Policy N4, the policy could also usefully refer to protecting and enhancing important habitat networks, especially as the NPPF refers to the importance of this. Reference could also be made to the strategic connections identified in the National Park Management Plan alongside the text referring to the opportunity areas identified by the Tees Valley Nature Partnership.

Officer response:

The policy will be updated to make reference to the National Park Management Plan and strategic habitat connections with National Park. Policy N4 already states that wildlife corridors will be protected and enhanced, also add 'and other habitat networks' to the policy.

HISTORIC ENVIRONMENT**DLP779**

Full Name: Mr Alan Hunter
Organisation: English Heritage
Agent Name:
Agent Organisation:
Submission type: Letter
Agree with section?: In Part

Comment summary:

Paragraph 8.3 - arguably the most important partners to engage and involve are the owners of heritage assets. In order to be compliant with the NPPF, the Plan should include a clear and positive strategy for the conservation and enjoyment of the historic environment of an area, including heritage assets most at risk through neglect and decay or other threats (paragraph 126). It may be derived from an understanding of the issues set out in the evidence base and response to those matters. The strategy should also seek positive improvements in the quality of the historic environment in the pursuit of sustainable development (paragraph 9). Rather than taking a process-driven approach, the emphasis should be on the delivery of places of quality, drawing on the opportunities and potential of the historic environment of the local area (paragraph 126). The plan contains welcome overarching principles for conserving the historic environment to be found in chapters 2 and 3. It also contains an extremely thorough and detailed regeneration policy for Kirkleatham, as well as Development Management policies for conservation areas, archaeology, and other heritage assets. It is not, however, readily understood that the Plan contains a positive strategy for the historic environment. Throughout the document there are a number of commitments and intentions which, reading the Plan as a whole, could be said to amount to such a strategy, but for it to be more easily identified as such it would help were they to be brought together as a coherent schedule of actions, perhaps in the Historic Environment chapter. Crucially, absent from the document is a positive strategy for tackling heritage at risk throughout the Borough as required by the NPPF. English Heritage is not yet satisfied that the Plan contains a positive strategy for the historic environment which also addresses the issue of heritage at risk on a borough-wide basis, thereby failing to satisfy paragraph 126 of the NPPF. (See letter for full details of suggested approach and comments).

Officer response:

The introductory text will be updated to set out the Council's strategy for the historic environment. Reference will be made to how the Council intends to address the issue of heritage at risk within the borough.

Section/Policy**Policy HE 1****Conservation Areas****DLP945**

Full Name: Michael Hoult
Organisation: Highways Agency

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

No comment

Officer response:

Support noted.

DLP286

Full Name: Mrs Linda Daniel
Organisation:

Agent Name:

Agent Organisation:

Submission type: Web

Agree with section?: No

Comment summary:

The coastline connecting Redcar, Marske and Saltburn supports the same birdlife, flora and fauna, as does the landscape surrounding them, so are important in sustaining one another. They should together be regarded as Sensitive areas to be protected from further development. Each also contains a conservation area and Marske between them is a place of earlier historic interest. Any further development on the outskirts of each of these places would destroy both the character and the views approaching them that contain visible sights of landmark buildings that define them, apart from the beautiful historic country field and wooded landscape surrounding them.

Officer response:

Comments noted. The green spaces between the settlements will continue to be protected as green space or strategic gap designations under Policy N2.

DLP691

Full Name: Richard Hunt
Organisation: York Potash Ltd

Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: No

Comment summary:

There is a typographical error in paragraph 8.3 which renders the first sentence difficult to read.

Officer response:

Amendments made to paragraph 8.3 to correct errors.

Section/Policy**Policy HE 1****Conservation Areas****DLP780****Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Policy HE1 - whilst outline applications are generally discouraged in conservation areas, there is no blanket prohibition in regulation.

Officer response:

Comment noted. The policy has not been amended to resist outline planning applications in conservation areas.

DLP654**Full Name:** Mr Neil Cookson**Organisation:** North East
Archaeological
Research Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Policy HE1 could usefully refer to 'structures' as well as 'buildings' at sub-paragraphs 'd' and 'f'.

Officer response:

Policy has been amended to make reference to structures in criteria d and e.

DLP345**Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Preserving and enhancing should be clearly seen to be appropriate for existing buildings as well as new building. Respecting existing architecture and historic form is admirable. It does need to be highlighted more in the document. Further, there does need to be in place as part of any 'Plan', how the communities play a part in putting the policy into practice. the planning process can only do so much. Having a 'joint' responsibility for enforcement should be part of a planning control mechanism. There is no mention of Article 4 anywhere in the document. this needs to be an integral part of any Conservation Policy.

Officer response:

The policy applies to both new development and existing buildings, where planning application is required. The Council will continue to engage with the local community during the preparation of the Local Plan and on planning applications. The supporting text within Policy HE2 has been amended to make reference to the use of Article 4 directions to protect heritage assets.

Section/Policy**Policy HE 2****Heritage Assets****DLP831****Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Support the policy.

Officer response:

Support noted.

DLP946**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted

DLP650**Full Name:** Mr Neil Cookson**Organisation:** North East
Archaeological
Research Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

Suggest number of amendments to the policy to align with the NPPF and similar matters: 1. Insert explanatory text to the policy defining what is included as a 'heritage asset'. Suggest insertion immediately after paragraph 8.2. Comment on the use of 'historic environment'. 2. Amendments could be made to current paragraph 8.3. Suggested insertion 'some of the finest heritage assets'. We suggest the deletion of the word 'significance' from the third line of 8.3 as it adds nothing to 'local, national and international value'. Also suggest replacing 'English Heritage' with 'national agencies' as the future of English Heritage even in the medium term is uncertain. 3. We suggest the insertion of a new paragraph after 8.3 to emphasize the positive approach to the treatment of heritage assets in the development process (as advised in NPPF) [see attached letter for suggested paragraph wording]. 4. English Heritage observed that the NPPF states that heritage asset conservation should be dependent on asset status and significance. To an extent this appears to have taken place but we are of the view that policy HE2 as it currently stands still requires some redrafting to accord with the NPPF [see attached letter for suggested wording]. 5. We suggest a new interpretative paragraph following this policy as follows...[see attached letter for suggested wording].

Officer response:

Amendments will be made to the introductory section, policy and supporting text to take account of proposed amendments.

Section/Policy**Policy HE 2****Heritage Assets****DLP576****Full Name:** Ann Higgins**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

8.11 Eston Hills and its historic features have been left to rot and decay for many years by the council, taking no interest in the heritage of Eston or the hills. The pride has been with the community doing all this work over the years. If this historic environment statement is genuine, then what are they doing to save the part of Eston Hills that is going to be sold again to private owners.

Officer response:

The historic landscape value of the Eston Hills is recognised and safeguarded under Policy N1.

DLP781**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

Would like to see changes to the text. For the substantial harm or total loss of a Designated Heritage Asset section, would like to see 'that cannot be met in any other way' added to the end of the first paragraph. For paragraph 8.11, would like to see 'preserving' replaced with 'conserving' and 'enhance' replaced with 'contribute to'.

Officer response:

Recommended changes made.

DLP212**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

8.3 If our 'finest heritage assets' include Guisborough Priory and Eston Hills then, once again, it must be stated that the Council should avoid the views from the Priory, and the beauty, solitude of the Eston Hills being destroyed forever by wind turbines.

Officer response:

The policy seeks to protect heritage assets based on their significance. This will be applied to any planning applications which would affect the setting of a heritage asset.

Section/Policy**Policy HE 2****Heritage Assets**

DLP708**Full Name:** Janet Jeffrey**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

The historic buildings/conservation sites such as Upsall Hall and Kirkleatham Hall should be protected for future generations.

Officer response:

The policy seeks to protect heritage assets based on their significance.

Section/Policy**Policy HE 3****Archaeological Sites and Monuments****DLP947****Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

No comment

Officer response:

Support noted.

DLP832**Full Name:** Ms Barbara Hooper**Organisation:** National Trust**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

Support the policy.

Officer response:

Support noted.

DLP782**Full Name:** Mr Alan Hunter**Organisation:** English Heritage**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

It is recommended that the wording within the policy and supporting text is amended to ensure consistency with the NPPF. Suggested changes to the wording had been put forward.

Officer response:

Amendments have been made to the wording of the policy and the supporting text to take account of suggested changes.

Section/Policy**Policy HE 3****Archaeological Sites and Monuments****DLP1218****Full Name:****Organisation:** The Gisborough Estate**Agent Name:** Mr Rob Close**Agent Organisation:** Strutt & Parker**Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

We consider that as currently drafted, paragraph 24 of this Policy is not in accordance with the NPPF and is unnecessary and onerous. We suggest the following wording to replace paragraph 2 of Policy HE3: Development that may affect a known or possible archaeological site will require the results of a desk top assessment to be submitted as part of the application. Depending on the outcome of the desk top assessment, further archaeological evaluation may also need to be submitted alongside an application. The scope and timing of this evaluation work should be agreed with the Council.

Officer response:

Comment noted. The policy has been amended to require the submission of a desk-based assessment rather than the results of an archaeological evaluation.

DLP651**Full Name:**

Mr Neil Cookson

Organisation:North East
Archaeological
Research Ltd**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

We fully support the inclusion of HE3 as this adds detail about the practical ways in which archaeological sites will be dealt with in the planning process. We have suggested some amendments however so that the policy accords with principles of the NPPF and other policies in the heritage section of the draft plan (which do not say that development will never be permitted). We suggest the following amendments and additions. Paragraph 8.14 provides a figure of 10,000 entries for the HER. This seems high and if not already verified it would be appropriate to do so.

Officer response:

Comments noted. Amendments will be made to the policy and the supporting text accordingly.

DLP692**Full Name:**

Richard Hunt

Organisation:

York Potash Ltd

Agent Name:**Agent Organisation:****Submission type:** Letter**Agree with section?:** In Part**Comment summary:**

Policy HE3 is proscriptive and does not allow for judgement to be exercised although the supporting text does make reference to protecting against 'inappropriate development' - is the development inappropriate because it adversely affects the heritage asset to any degree?

Officer response:

The policy is designed to protect important archaeological sites and monuments, therefore it is important that it is prescriptive enough to do so. However, amendments have been made to the policy to require a desk-based assessment instead of a archaeological evaluation where development may affect a known or possible archaeological site. The reference to inappropriate development in paragraph 8.14 relates to the development being inappropriate as a result of its impact upon important archaeological sites.

Section/Policy**Policy TA 1****Demand Management Measures****DLP1158****Full Name:** Kate Wheeler**Organisation:** Natural England**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** Yes**Comment summary:**

The commitment to promoting sustainable transport as a method for reducing travel in the Borough, in Policyâ€™ TA1: Demand Management Measures is supported by Natural England.

Officer response:

Support noted

DLP69**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The policy states that 'currently, the cost of private motoring does not discourage use and there is a need to make public transport a more attractive option' and proposes several items that influence this, all very much 'anti-motorist' and 'anti-car industry'. Workplace parking levies are iniquitous. It is ironic that you propose 'bus lanes' when several other towns and cities are moving to remove their existing systems. And the proposals do not gel with the aspirational nature of your housing and development plans. To get people to move into the area, the lack of congestion, relative ease of travel and parking is a real positive which you seek to remove.

Officer response:

The implementation of demand management measures needs to be balanced with the availability of public transport services, taking account of patronage and the availability of funding. They need to be proportionate to the scale of any problems that need to be addressed and take account of any wider impact on the economy of the borough.

DLP213**Full Name:** Mr S M White**Organisation:** Campaign for the Protection of Rural England (CPRE)**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

9.5 If we are 'tackling climate change' then we need to stop building out of town supermarkets and dormitory estates in East Cleveland, which are only increasing car journeys and thus adding green house gas emissions to the atmosphere 9.8 If the intended housing developments go ahead then inevitably new infrastructure will be required, not maybe. Some existing single carriageways will need to be dualled. 9.9 If long stay car parking is reduced then it will be essential to make a major effort to improve, and make more attractive, accessible, public transport. Services will need to be regular and economically priced.

Officer response:

An appropriate level of development needs to take place in East Cleveland towns to accommodate household formation by existing residents who wish to remain in this area. Small scale highway improvements will be required but no highway dualling is forecast. The availability of car parking needs to be balanced with alternative public transport services, taking account of patronage and the availability of funding.

Section/Policy**Policy TA 1****Demand Management Measures****DLP148****Full Name:** Mr Timothy Argument**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

Although you now seem to accept that Redcar is not the only area with congestion and rightly recognise the A174 bottleneck, you plan to add c,3,000 more cars with additional infrastructure. Instead you pin your hopes on a 'soft' policy of 'demand management'.

Officer response:

The proposed development south of Marske (see Policy H3.1), will not add 3000 cars to the transport network. The impact of additional traffic will be accommodated on the network through mitigation measures.

DLP282**Full Name:** Mr Peter Thompson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The Draft Local Plan makes it quite clear that they are trying to discourage motorists and to promote other greener means of transport. Cycling, car share schemes and public transport are all mentioned, but use the same roads as the cars. I can't find any mention of the councils plan with regards to the state of our roads. For too long now the roads in this region have deteriorated and the council seem content on filling potholes, which do not last for more than one winter. Can I suggest the councillors try cycling to work at least once during the winter at dark to see if they think the state of our roads are adequate? There should be some vision for the next fifteen years on how to maintain our roads for all users.

Officer response:

Highway maintenance is outside the scope of the Local Plan. This is covered by the aims of the Council's Local Transport Plan and Transport Asset Management Plan. The Council will continue to endeavour to maintain highways in a safe and serviceable condition within the constraints of available funding.

DLP948**Full Name:** Michael Hoult**Organisation:** Highways Agency**Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

The Agency is particularly supportive of the demand management measures outlined within the policy and generally prefers demand management measures to be prioritised over any physical infrastructure improvements. The implementation of the measures through the Local Transport Plan should help to encourage a modal shift to more sustainable transport modes, helping to reduce congestion and stress on the SRN. Whilst it is acknowledged within paragraph 9.8 that the road network is comparatively un-congested, it does state that there are particular hot spots on the SRN at the A19, A174 and A66 at certain times. The Agency agrees that without interventions, congestion in these areas will increase further, but the measures outlined within the policy should provide some mitigating benefit. The main concern of the Agency in relation to this policy is with respect to the link between the policy outcomes (the identified measures) and the spatial aspirations of the plan. It should be confirmed that the relationships between the Local Transport Plan and the spatial provisions of this document are in synergy, something which is not particularly clear given that the LTP was prepared early in 2011.

Officer response:

The strategic aims of the Local Transport Plan 2011-21, as outlined in Paragraph 9.5, are fully aligned with the aims of the draft Local Plan. The use of alternatives to the private car will be promoted for development to improve the sustainability of future transport.

Section/Policy**Policy TA 1****Demand Management Measures****DLP693**

Full Name: Richard Hunt
Organisation: York Potash Ltd
Agent Name:

Agent Organisation:

Submission type: Letter

Agree with section?: In Part

Comment summary:

Almost the whole of Chapter 9 - Transport is predicated on the provision of additional or targeted public transport whereas the adage of 'prevention is better than cure' is applicable and the measures that are available to reduce the need to travel in the first place should take priority. One such measure is the installation of the fastest possible broadband which may remove the need for some of those journeys to take place.

Officer response:

The implementation of broadband services to meet future needs is being encouraged and is supported. It is agreed that this could have the potential to reduce travel demand. This would be beneficial.

DLP1197

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

The opening paragraph (9.1) which describes the need for non-car modes would be better placed after paragraph 9.4. In paragraph 9.4 reference should be made to the TVU Statement of Transport Ambition which discusses the importance of transport in delivering economic growth and regeneration, and identifies specific objectives and priorities for transport in the Tees Valley over the next 10-15 years.

Officer response:

Comments noted. The opening paragraph will be moved after Paragraph 9.4. The text will be amended to include reference the TVU Statement of Transport Ambition and Tees Valley Strategic Economic Plan.

Section/Policy**Policy TA 2****Travel Plans****DLP949**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

The Agency is supportive of the inclusion of a policy requiring proposals to be in accordance with the Local Transport Plan and the requirement for all strategic and significant development proposals to be accompanied by a Travel Plan. The Agency is supportive of the proposals that will be supported by the Council, including schemes which improve transport choice and encourage sustainable travel, minimise travel distance, support the demand management strategy and encourage park and ride at public transport interchanges.

Officer response:

Support noted.

DLP1159

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

The commitment to promoting sustainable transport as a method for reducing travel in the Borough, in TA2: Travel Plans is supported by Natural England.

Officer response:

Support noted

DLP33

Full Name: Mrs M Bielby
Organisation:
Agent Name:
Agent Organisation:
Submission type: Other
Agree with section?: No

Comment summary:

Cycling to work/school is not feasible in East Cleveland due to the steep slopes, poor weather conditions and long distances that need to be travelled.

Officer response:

It is accepted that some travel modes will be less appropriate for all in some areas. The overall aim of the transport strategy for the borough is to encourage people to think about alternative modes for appropriate journeys, rather than relying totally on private car use.

Section/Policy**Policy TA 2****Travel Plans**

DLP649**Full Name:** Mr John Wilkinson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No

Comment summary:

Having read this whole section I believe a number of revisions are required to bring more into line with 2013 detail. i doubt TVU will be placing emphasis on Tees Valley Airport following recent statements for its future. Travel Plans How can East Cleveland residents enjoy the Regeneration in Redcar, Hub, Beacon, Boating Lake, TunedIn let alone the soon to be completed Redcar Leisure and Civic Heart? An explanation regarding transport needs of existing communities throughout the borough specifically for increasing elderly population without cars and the extra pressures if proposed large scale developments take place?

Officer response:

The Draft Local Plan reflects the aims of the Council's long-term transport strategy and the sub-regional Strategic Economic Plan. The Council will continue to work with public transport providers to maintain an adequate network of bus services across the borough. Increased levels of development will increase the potential for additional passengers on services to make them more sustainable.

Section/Policy**Policy TA 3****Improving Accessibility within and beyond the Borough****DLP950**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

The Agency is particularly supportive of the policy and the intentions to work alongside key infrastructure providers such as the Agency and promote cross boundary transport initiatives, to improve accessibility within and beyond the Borough in order to support the Plan's development aspirations and to help facilitate sustainable economic growth. The Agency particularly welcomes the measures proposed which seek to deliver improvements to the Borough's sustainable transport provisions, including the bus and rail services and facilities proposed, along with improvements to pedestrian and cycle links. Such measures, which will improve the viability and desirability of sustainable transport options, should also provide additional benefits in terms of reducing the need to travel by private car. Introducing measures to improve public transport services to rural communities as promoted in Parts f. and g. are also welcomed. The Agency is also supportive of seeking to increase the use of sustainable transport for freight movements, such as by rail and waterborne modes. The improvements proposed to increase the efficiency of freight access and interchanges at Teesport are therefore supported. With regards to Part c. and the proposed improvements to the A66, A1053 and A174, and Part j. and the proposed improvement of the A66 and A174 road links to the A19 and beyond to the A1/A1(M), the Agency welcomes the specific reference to working in partnership with the Highways Agency to deliver improvements on the network. The exact nature of such improvements will be considered further as the development of the Agency's Infrastructure study is progressed.

Officer response:

Support noted.

DLP1160

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:
Agent Organisation:
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

Policy is supported as it seeks to improve public transport networks. Furthermore, the policy commits the developer to the consideration of schemes and their potential to affect sites of European importance.

Officer response:

Support noted

DLP393

Full Name:
Organisation: West Midlands Metropolitan Authority Pension Fund
Agent Name: David Staniland
Agent Organisation: Knight Frank LLP
Submission type: E-Mail
Agree with section?: Yes

Comment summary:

In line with Policy TA 3, our client's outline application proposes enhancement works to the Marske railway station, including a park-and-ride car park, as well as improvements to the pedestrian bridge over the railway line, into Marske and a pedestrian footway under the A1085 to ensure safe access for pedestrians. These proposals will help to ensure that access is improved between the site and Marske District Centre.

Officer response:

Support noted. The aims of the Policy will be taken into consideration in assessing the requirements for the proposed development south of Marske (Policy H 3.1).

Section/Policy**Policy TA 3****Improving Accessibility within and beyond the Borough****DLP563****Full Name:** Mr J D Wiggins**Organisation:** Manless Green Farm**Agent Name:****Agent Organisation:****Submission type:** Letter**Agree with section?:** No**Comment summary:**

I suggest rail service to include reform to Metro and future extension e.g. to Guisborough. Bus services to consider new/re born technology, trolley buses especially in hilly East Cleveland. Such a system is to be installed in Leeds in a few years time.

Officer response:

Improvements to all forms of public transport services will be considered within the constraints of available funding. The reintroduction of trolley buses would constrain the flexibility of bus service routes required in rural East Cleveland.

DLP70**Full Name:** Mr William James Kelly**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** No**Comment summary:**

The plan makes reference to an improved rail network and increased frequency of services: Redcar comes to a stop every hour currently, when the trains come through, more frequently during the week when the Potash and Skinningrove steel trains are on the move. Proposing to increase the public train frequency (to half-hourly cf current hourly service) will double the time that the town comes to a standstill. Again, counter-productive and wasteful for all road- and footpath-users. Action needed to improve scheduling and the level crossings. My observations suggest that the trains to Middlesborough are full in the morning rush (up to 1000 hrs.) then run almost empty all day thereafter. The trains to Saltburn then run full from 1700 to 1800 hrs., then trains are almost empty again. Not an attractive option to the train operator.

Officer response:

Passenger rail services on the Saltburn to Darlington line already average half-hourly, though to an irregular timetable. We are working with Tees Valley Unlimited to promote the introduction of an improved timetable and to encourage an improvement to the efficiency of the Redcar level crossings.

DLP34**Full Name:** Mrs M Bielby**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Other**Agree with section?:** No**Comment summary:**

People need a more reliable bus service. The policy also stresses use of trains. This is not helpful to residents East Cleveland and the rural areas where there are no train routes.

Officer response:

We will continue to work with all public transport operators to improve the range and reliability of services across the borough.

Section/Policy**Policy TA 3****Improving Accessibility within and beyond the Borough****DLP1198**

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Within policy TA3 reference could also be made to specific capacity improvements planned for Greystones Road A1053/A174 junction for which funding is currently being sought. In relation to funding, opportunities presented through the Strategic Economic Plan and the Local Growth Fund should be mentioned in paragraph 9.24.

Officer response:

The policy and supporting text has been amended to include reference to capacity improvements planned for Greystones Road A1053/A174 junction and funding opportunities presented through the Strategic Economic Plan and the Local Growth Fund.

DLP1843

Full Name: T. Stephen Myrddin-
Baker

Organisation:

Agent Name:

Agent Organisation:

Submission type: Other

Agree with section?: In Part

Comment summary:

Improve access by foot footpath along Tilbury Road crossing point, Asda - Tilbury Road.

Officer response:

As detailed in paragraph 9.32 improvements are currently being programmed to include new shelters, full CCTV coverage, improved information and signage, and enhanced lighting at South Bank.

DLP436

Full Name: Tom Blenkinsop MP

Organisation:

Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

There is a need to examine Local Plan in terms of Tees Valley Unlimited development plans for the Teesside region. a. In particular, under the Transport and Accessibility policy's Freight section, reference should be made to the Department for Transport's "Electric Spine" for rail freight from the North of England to the Midlands, London and Southampton. b. The Local Plan should commit the Authority to support TVU's desire for the electrification of the Tees Valley Line. c. Furthermore, the Local Plan should commit the Authority to support TVU's desire to electrify the railway between Northallerton and Middlesbrough. This would increase Teesside's connectivity with the East Coast Mainline, particularly for rail freight. The local authority should explore what scope there is to regulate bus transport in East Cleveland, to improve timetables, connectivity and interlinkage. Beyond the Plan period, the Local Plan should recognise the potential need for development of an alternative access to the Skinningrove Industrial Plant directly from the A174 Beyond the Plan period, the potential need for the thorough reconstruction of the bridge and highway network serving Skinningrove should be recognised, so as to obviate the need for minor road access to and from the village. The Local Plan should recognise the possibility of adoption of any new bridge on Gaskell Lane, Loftus. There is a need to see that there is a policy co-terminus with the Minerals Local Plan to allow for pipeline development as an environmental improvement for conveyance of minerals and liquids and for reduction of excess HGV traffic.

Officer response:

The Council supports the aims of electrification of the railway lines leading to the Tees Valley. The text has been amended to reflect this. Bus services in East Cleveland are privately operated and bus legislation allows little scope for Council intervention. The Council will continue to work with operators to improve the quality of their services. Provision of an access to Skinningrove Industrial Plant would be unlikely to meet the requirements for congestion reduction to justify public funding. We would work with any businesses to assist with any proposals that they would wish to bring forward. It is unlikely that major reconstruction of access to Skinningrove could be justified, but smaller scale improvements will be considered when opportunities arise. Gaskell Lane is not adopted and the access bridge is privately owned. These would need to be reconstructed to adoptable standards by the owners/residents before they could be adopted by the Council. Pipeline transport will be encouraged wherever possible.

Section/Policy**Policy TA 4****Sustainable Transport Networks****DLP951**

Full Name: Michael Hoult
Organisation: Highways Agency
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: Yes

Comment summary:

The Agency is particularly supportive of the policy and the focus it places on enhancing the provision of walking and cycling routes to increase their use and to make them more viable and attractive alternatives to the private car, helping to delivering a modal change to these more sustainable modes whilst reducing car use.

Officer response:

Support noted.

DLP1239

Full Name: Neil Douglas
Organisation: RSPB
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Where the Teesmouth and Cleveland Coast SPA, or North York Moors SPA are being adversely affected by recreation, any mitigation from a Recreation Management Plan must ensure no adverse effects on the SPA. Please see recommendations for Policy SD 2.

Officer response:

Comment noted. The policy will be amended to take account of potential impacts on the Teesmouth and Cleveland Coast SPA and North York Moors SPA.

DLP1161

Full Name: Kate Wheeler
Organisation: Natural England
Agent Name:

Agent Organisation:

Submission type: E-Mail

Agree with section?: In Part

Comment summary:

Whilst Natural England welcomes the commitment to improving public access, Policy TA4: Sustainable Transport Networks seeks to improve access to sites including the coast and the North York Moors. However this objective may increase the visitor pressure on these designated areas.

Officer response:

Comment noted. The policy will be amended to make reference to potential impacts upon designated sites.

Section/Policy**Policy TA 4****Sustainable Transport Networks**

DLP1199

Full Name: Malcolm Steele
Organisation: Tees Valley
Unlimited/Local
Enterprise Partnership

Agent Name:**Agent Organisation:****Submission type:** E-Mail**Agree with section?:** In Part**Comment summary:**

Policy TA4 could provide a reference to specific initiatives identified as part of the Local Sustainable Transport Fund.

Officer response:

The Local Strategic Transport Fund programme 2011-2015 will be completed before the Local plan is adopted, however the policy will be amended to make reference to the improvements made under the programme.

Section/Policy**Appendix 3:****Proposed Standards for Open Space and Leisure**

DLP627**Full Name:** Ian Levett**Organisation:****Agent Name:****Agent Organisation:****Submission type:** E-Mail**Agree with section?:** No**Comment summary:**

On 22/11/12 a Delegated Decision was exercised and duly presented to Cabinet on 08/01/13 which granted a license agreement to Dormanstown Junior Football Club to the premises formerly known as the Army Cadet Force training building. Dormanstown Junior Football Club has worked tirelessly to promote junior football in the area and is looking to secure land for football pitches in the area surrounding their base. As mentioned above 'A condition attached to the planning consent of the new development required the former school site to be re-used for open space to reflect the loss of the existing football pitches in accordance with Sport England guidance.' There is no inclusion of extra football pitches for Dormanstown in the Local Draft Plan For this reason I object to The Draft Local Plan

Officer response:

We have not allocated additional pitches in the Dormanstown area. There is currently an over-provision of senior football pitches in the area which could be used for junior football. However, while no sites have been allocated, the Council would be broadly supportive of a viable scheme on an appropriate site in the Dormanstown area.

Section/Policy**Appendix 4:
Proposed Site Allocations**

DLP346**Full Name:** mr philip thomson**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

The drawings in this appendix should be up to date. The Saltburn map still shows a school on Upleatham Street. The Skelton map shows the Castle View development as if it is just commencing instead of nearing completion.

Officer response:

The basemaps used within the Local Plan are based on maps provided by Ordnance Survey which are periodically updated. Maps used in the next draft will be based on the most up to date map available from Ordnance Survey.

DLP323**Full Name:** Mrs Hazel Meynell**Organisation:****Agent Name:****Agent Organisation:****Submission type:** Web**Agree with section?:** In Part**Comment summary:**

Full detail of the maps is not accessible online, so some of the sites cannot be seen. Therefore, it would be difficult to make detailed comments without knowledge of the areas.

Officer response:

All site allocations for housing, employment and regeneration are included in Appendix 4 of the Local Plan. This document was made available in Council libraries, at consultation events and online. However, it is noted that parts of the online maps when viewed on the consultation portal may be unviewable at normal zoom. This issue will be addressed at the next stage of consultation.

Appendix 2: Changes to Local Plan following consultation

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Foreword

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
1	Foreword	Amend Text	We have been successful in developing some innovative policies within the plan and I hope that these will help us to address the many challenges face by-facing the borough over the coming years.	For clarity
1	Foreword	Amend Text	The new Local Plan is being prepared at a time of significant change within the planning system. We have positively embraced the new reforms introduced by the Government and have produced a new Local Plan which is strategic in outlook, concise and focused on key issues. I believe that it provides a sound and sustainable basis for the future development of the borough.	For clarity
1	Foreword	Amend Text	Finally, I would like to thank all the individuals, organisations and groups who submitted comments on the policies and proposals throughout the Local Plan preparation process to date. Your comments have helped to shape the plan and made it stronger for that participation. I believe your continued efforts and input as the plan is taken through the statutory process to adoption in 2014 2015 will ensure that this is a plan of which the Council can be proud.	For clarity
1	Foreword	Amend Text	Councillor H McLuckie Portfolio Holder Cabinet Member for Highways, Planning & Transport	For clarity

1 Introduction

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
5	1.1	Delete text	but with it comes new responsibilities that run in tandem with an unprecedented tightening of public spending and an economy emerging from recession and facing significant uncertainties.	For clarity
6	Figure 1 Local Plan – Key documents and influences	Add text to figure	Add Marine and Coastal Access Act 2009 to Legislation Add Marine Policy Statement to National Policy	DLP431, Marine Management Organisation
7	Introduction, Our response, para. 1.10	Replace paragraph 1.10	Whilst a lot of work has been done to make sure these options can be justified, it is important to underline that they are not a final set of proposals. The Council is, therefore, keen to hear the views of all interested parties to help us finalise our Local Plan. The Publication Local Plan is our preferred strategy following previous stages of plan preparation. At this stage, any representations made on the Local Plan will be required to relate to the legal compliance and/or soundness of the document, and they will be submitted to the Government alongside the document for consideration at the Examination in Public.	Update to reflect stage of document.
7	Introduction, Our response, para. 1.10	Amend paragraph	The Council has also prepared an Infrastructure Delivery Plan (IDP) to sit alongside the Draft Publication Local Plan.	Update to reflect stage of document.
7	Introduction, Our response, para. 1.12	Amend paragraph	Following the consideration of the Draft Publication Local Plan by Cabinet in September 2013, July 2014 it will be subject to a six week statutory period of public consultation, commencing in October 2013 August 2014 . During this period, the Council will invite comments representation from all sections of the community. We will publicise the consultation through information in the local press and on our website, and by writing to various consultees. We will hold drop in sessions throughout the borough, with Council officers on hand to explain the contents of the Draft Local Plan and answer any questions that people may have.	Update to reflect stage of document.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
7	Introduction, Our response, para. 1.13	Amend paragraph	Following the consultation, we work will be undertaken to develop a 'Publication Version' Local Plan, along with the more detailed IDP submit the Local Plan to the Government for Examination in Public.	
7	Table 1 Local Plan Timetable	Update table	<p>Approval of Publication Local Plan by Cabinet July 2014</p> <p>Invite representations on Local Plan (Publication Version) April 2014 August 2014 (6-week statutory period)</p> <p>Submission to Secretary of State May 2014 November 2014</p> <p>Examination in Public May – October 2014 November 2014 - May 2015</p> <p>Adoption of Local Plan December 2014 June 2015</p>	Update to reflect stage of document.
8	Introduction, new paragraph following paragraph on Duty to Cooperate	Insert paragraph	<p>Marine Planning</p> <p>Marine planning is a new approach to the management of our seas, introduced through the Marine and Coastal Access Act 2009. Its aim is to ensure a sustainable future for our coastal and offshore waters through managing and balancing the many activities, resources and assets in our marine environment. The Marine Mangement Organisation has responsibility for planning to the mean high water mark, while we as the local planning authority have responsibility to the mean low water mark. We therefore have shared responsibility for the intertidal zone.</p> <p>In preparing the Local Plan we have ensured that our strategy and policies are compliant with the Marine and Coastal Access Act 2009, the Marine Policy Statement and Marine Licensing. We have co-operated, and will continue to liaise, with the Marine Management Organisation to ensure that the Local Plan and its implementation are consistent with the marine planning process.</p>	DLP431, Marine Management Organisation
10	Introduction, Demographic Portrait	Amend text	Since 1981 Redcar and Cleveland has had a fluctuating population, which has settled into a pattern of overall decline generally had a steadily declining population	Updated for clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
10	Introduction, Demographic Portrait, new paragraph	Insert new paragraph after 1.27	The Office of National Statistics 2012 based sub-national population projections, project the population of Redcar and Cleveland to decrease by 0.5% to 134,300 by 2037. The percentage of the population aged over 65, is projected to increase significantly from 20% in 2012 to almost 30% in 2037, the highest percentage in the Tees Valley.	Update to include latest population projections.
13	Paras 1.37 & 1.38	Replace text	<p>The Council's Regeneration Masterplan lays out a long-term 15-year plan for the social, economic and physical development of the borough. It includes proposed changes in size, form, character, image and environment. The Masterplan provides the overarching aspirations of the Council that will guide our growth and the development of our communities, ultimately improving the quality of the borough and our contribution to the region. It includes analysis, recommendations, and proposals for our community's population, economy, housing, transportation, community facilities, and land use. It is based on public input, surveys, planning initiatives, existing development, physical characteristics, and social and economic conditions.</p> <p>The Regeneration Masterplan for Redcar and Cleveland is central to the Council's aspirations and ambitions in terms of local economic growth and the sustainable economic future for both residents and businesses throughout the borough. With the Regeneration Masterplan providing the framework for intervention to secure the economic future of the borough, it is essential that the Local Plan provides the spatial context for the delivery of the Masterplan.</p> <p>...It guides our growth and outlines projects that can stimulate the local economy to create jobs and business growth.</p> <p>We recognised that keeping things as they were was not an option, and if the economy was to thrive and prosper we had to be open to new ideas and opportunities. We are, therefore, committed to putting in place a long-term framework for regeneration, as this will result in sustainable regeneration of the borough.</p>	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
13	Introduction, Redcar and Cleveland Housing Strategy, para. 1.42	Delete text	The Redcar and Cleveland Housing Partnership has been fully engaged in the development of the Draft Local Plan and is supportive of its strategic approach. As such, the draft plan is fully consistent with the housing strategy and will contribute significantly to the improvement of housing conditions in the borough.	Update to reflect stage of document.
14	After para 1.44	Add text	<p>The signing of the Tees Valley City Deal will give the area more control over its economic destiny. The City Deal builds upon Tees Valley's strengths in the processing, energy and materials sectors, and emerging industries, by providing an attractive environment for investment in such sectors, whilst increasing the integration and efficiency of the existing company base.</p> <p>In 2014 TVU presented its proposals for growth through to 2025 through the production of its Strategic Economic Plan (SEP). The overarching aim of the SEP is to work collaboratively to build on competitive advantages, remove barriers to growth and facilitate the creation of 25,000 new jobs and £1billion extra into the economy over the next decade.</p>	For clarity
15	Introduction, Vision for Redcar and Cleveland	Amend text	The historic environment and its designated and undesignated heritage assets, particularly those at risk, buildings and structures of cultural and historic importance in the borough will be safeguarded and improved for future generations.	DLP758 English Heritage
15	Introduction, Vision for Redcar and Cleveland	Insert text	We will manage travel demand, reduce congestion by encouraging a modal shift towards sustainable modes of transport and ensure that the transport network operates efficiently and is capable of supporting the Plan's growth aspirations.	DLP517 Home Builders Federation Ltd.
16	Introduction, Vision for	Insert text	The wider rural economy will have grown and strengthened, including food	DLP125 National

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	Redcar and Cleveland		production and particularly in the tourism sector.	Farmers Union
16	Introduction, Vision for Redcar and Cleveland	Add text	Natural assets will be important in attracting investment and tourism and in the quality of life of residents.	DLP307 Tees Valley Nature Partnership
17	Introduction, Table 2 Assets and Opportunities in Redcar and Cleveland	Add text	Constructive use of heritage assets to provide wider social, cultural, economic and environmental benefits	DLP758 English Heritage
17	Introduction, Vision for Redcar and Cleveland	Amend text	The designated international, national and local nature conservation sites will continue to be protected and enhanced. Opportunities will continue to be taken to expand and reconnect habitats and communities of wildlife and ensure that the variety of species and habitats both in rural and urban areas is increasing and the variety of species and habitats both in rural and urban areas has increased.	DLP1224 RSPB
17	Introduction, The building blocks, para 1.46	Delete text	A substantial programme of work has been undertaken to underpin the development of the Draft Local Plan.	Update to reflect stage of document.
18	Introduction, Evidence	Add text	Add Redcar & Cleveland Borough Council Leisure Facilities Strategy (2011)	DLP823 Sport England
18	Introduction, Evidence	Add text	Tees Valley Geodiversity Action Plan (2011); and Guidelines for the Selection of Local Wildlife Sites in the Tees Valley (2010).	DLP170 Tees Valley Wildlife Trust
18	Introduction, Evidence,	Delete text	The key pieces of evidence used in preparing the Draft Local Plan include	Update to reflect

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	para 1.48			stage of document.
19	Introduction, Sustainability Appraisal	Add text	<p>Sub heading: Sustainability Appraisal and Habitats Regulations Assessment</p> <p>Add new para after 1.54: Alongside the SA, we have prepared a Habitats Regulations Assessment (HRA). The purpose of HRA is to identify whether the proposed policies set out within the Local Plan, either alone or in combination with other plans and projects, are likely to have an adverse effect on the integrity of any Natura 2000 Sites. The requirement to carry out this assessment is set out within the Conservation of Habitats and Species Regulations. Like the SA, the recommendations of the HRA have been used in finalising the Local Plan.</p>	For clarity
19	Introduction, Engagement	Amend text, para. 1.52	The Draft Local Plan has been developed...	Update to reflect stage of document.
19	Introduction, Engagement	Amend text, para. 1.53	<p>There has been a strong and positive response to the process to date and we have taken the results into account in developing this document.</p> <p>Consultation on the Draft Local Plan in autumn/winter 2013 produced a high level of response from a wide range of consultees. These comments have been considered in reviewing and updating the Local Plan.</p>	Update to reflect stage of document.
19	Introduction, Viability	Delete text, para. 1.54	Draft Local Plan	Update to reflect stage of document.
20	After paragraph 1.58	Add new paragraph	Add: In March 2014 Tees Valley Unlimited published and submitted its Strategic Economic Plan (SEP) and Local Growth Fund Bid to the Government. The SEP's overall aim is for the Tees Valley to become a high-value, low-carbon, diverse and inclusive economy with a focus on the following six priorities:	DLP1186 Tees Valley Unlimited/Local Enterprise Partnership To include reference to

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<ul style="list-style-type: none"> • develop and nurture an innovative culture and positive environment for business growth; • secure the transformation of Tees Valley into a Low Carbon High Value economy; • secure improved skills levels to address future demand in growth sectors and in existing industries; • secure additional capacity on the East Coast Mainline rail route and improve rail services to major Northern cities and within the Tees Valley; • improve air, road, port, land and property infrastructure to enable economic growth; and • create and retain wealth by establishing Tees Valley as a preferred location to live in, work and visit. 	the Strategic Economic Plan.
20	Paragraph 1.59	Amend text	Delete: In order to help support this vision, we have prepared a pro-growth Local Plan to help existing businesses flourish and make the borough an attractive place to invest.	DLP1186 Tees Valley Unlimited/Local Enterprise Partnership To include reference to the Strategic Economic Plan.
20	Para 1.60	Amend text	Delete: Our Plan 2013 – 2018	Update to reflect

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			Add: Our Plan 2014 - 2019	new document.
20	Outcome 1: Grow our economy and create more jobs 'Our Plan Priorities Box'	Delete box	Delete: Our Plan Priorities <ul style="list-style-type: none"> • Safeguard existing businesses and support them to grow • Secure inward investment • Get local people into jobs 	Update to reflect new document.
21	Paragraph 1.66	Amend text:	Delete 78 hectares Add: 82 hectares	For consistency with Policies ED6 and ED7.
22	Paragraph 1.72	Add text	Add: Where out of centre development is proposed, the sequential assessment approach must be followed for all proposals less than 200m² .	For consistency with Policy ED1.
23	Outcome 2: Develop great places to live 'Our Plan Priorities Box'	Delete box	Delete: Our Plan Priorities <ul style="list-style-type: none"> • Good range and quality of housing • Clean, safe and attractive neighbourhoods • Top quality schools 	Update to reflect new document.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
25	Introduction, Outcome 2, para. 1.84	Add text	...whilst promoting sustainable development and the conservation of the borough's outstanding natural assets and heritage assets.	DLP758 English Heritage
28	Introduction, Outcome 3, para. 1.98	Add text	The historic environment will be positively embraced.	DLP758 English Heritage
28	Introduction, Outcome 3, para. 1.100	Amend text	Our heritage coastline covers the cliffs from Saltburn to the North Yorkshire border and we are fringed by parts of our borough, although outside of the Plan area, are located in the North York Moors National Park.	For clarity
28	Outcome 3: Improve quality of life 'Our Plan Priorities Box'	Delete box	Delete: Our Plan Priorities <ul style="list-style-type: none"> ● Things to enjoy ● Promote positive health choices ● Protect vulnerable people ● Improve transport and access 	Update to reflect new document.
30	Introduction, Critical infrastructure, para. 1.110	Delete text	Draft Local Plan	Update to reflect stage of document
31	Introduction, Flood Risk	Amend text	to ensure new development is located in areas which are not at least risk of flooding	DLP571 Ann Higgins
34	Introduction, Transport infrastructure, para.	Delete text	Draft Local Plan	Update to reflect

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	1.124			stage of document
34	Introduction, Transport infrastructure, para. 1.125	Delete text	Draft Local Plan	Update to reflect stage of document
34	Introduction, Transport infrastructure, para. 1.127	Delete text	Draft Local Plan	Update to reflect stage of document.

Policy SD 2 Locational Policy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
40	Policy SD2	Amend text	<p>Delete text: An Appropriate Assessment will be required for all development that is likely to have a significant effect on a Natura 2000 site.</p> <p>Add text: An Appropriate Assessment will be required for all development that, either alone, or in combination with other plans or developments, is likely to have an adverse effect on a Natura 2000 site.</p>	DLP1126. To ensure compliance with the Habitats and Species Regulations 2010 (as amended).
40	Pargraph 2.14	Amend text	<p>Amend text: Under the Habitats and Species Regulations 2010 (as amended), an Appropriate Assessment will be required for all development that is likely to have a significant effect on all Natura 2000 sites, either alone or in combination with other schemes. any proposals located within 5km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.</p>	DLP1134. Add requirement for HRA screening.

Policy SD3 Development Limits

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
42	Policy SD3 (k)	Add text	Add text: redevelopment of previously developed land, provided that the site is not of high environmental value.	DLP1227. To protect sites of high environmental value.
42	Paragraph 2.19	Amend text	The redevelopment of such land will normally be acceptable providing it was developed with an established use prior to the plan period and that the site is not of high environmental quality. and subject to the other policies in the Local Plan	DLP1227. To protect sites of high environmental value.
N/A	Policies Map	Amend development limits	N/A	DLP 569 and 570. Correction
42	Policy SD3 (i)	Amend text	Amend text: development required to ensure the preservation and conservation and, where appropriate, enhancement of assets of historical significance;	DLP760. To improve clarity

Policy SD4 General Development Principles

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
44	Policy SD4 (j)	Add text	Add text: Be built to the appropriate level of the national sustainable building standards applicable at the time, although the Council will encourage developments to exceed such requirements where possible;	DLP520. To encourage higher levels of energy efficiency.
44	Policy SD4 (k)	Amend text	<p>Delete text: incorporate sustainable design and construction techniques or renewable energy to meet high standards for energy efficiency to reduce greenhouse gas emissions and improve water efficiency. The Council will require major developments to reduce their predicted energy requirement by a minimum of 10%;</p> <p>Add text: help achieve the Government’s commitment to reducing greenhouse gas emissions</p>	Forthcoming changes to the Building Regulations.
44	Policy SD4 (i)	Delete text	Delete text: be designed to mitigate and adapt to climate change; taking account of flood risk, coastal change and water supply and demand considerations;	DLP1352. New policy on water management and flood risk.
44	Policy SD4 (k)	Delete text	Delete text: manage surface water close to its source and on the surface where reasonably practical to do so;	DLP1352. New policy on water management and flood risk.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
44	Policy SD4 (q)	Add text	Add and delete text: respect or enhance the landscape, biodiversity, geological features, the historic environment and both designated and non-designated heritage designations or assets that contribute positively to the site and the surrounding area;	Improve clarity.
45	Policy SD4 (r)	Delete text	Delete text: incorporate infrastructure and services to serve the development; including recycling and waste facilities, and Sustainable Drainage Systems (if appropriate);	DLP1352. New policy on water management and flood risk.
45	Policy SD4 (u)	Delete text	Delete text: a Design and Access Statement will be required for all major developments. The level of detail will be dependent on the scale and nature of the development. The Design and Access Statement will be required to include a Carbon Reduction Plan setting out how the development will achieve the required 10% reduction in energy consumption. Should specific site constraints prevent a reduction in energy demand or the provision of renewable energy from being achieved on site, then a contribution to a carbon management fund will be required to be invested in off-site renewable energy efficiency projects within the borough; and	DLP1352. Forthcoming changes to the Building Regulations.
47	Policy SD4 - Sub title	Delete text	Delete text: Energy efficiency, flood risk and climate change	DLP1352. New policy on water management and flood risk.
46	Paragraph 2.27	Add text	Applicants for major developments will be required to submit a Design and Access Statement to demonstrate how good design has been taken into account in drawing up the development proposal, including adaptation to climate change, reducing carbon emissions and water consumption and	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			setting out how waste will be managed.	
47	Paragraph 2.29	Amend text	Add and delete text: Nationally described sustainable construction standards have been developed for new homes including the Building Regulations 2000 (as amended), the Code for Sustainable Homes, and for new non-residential buildings, the Building Research Establishment's Environmental Assessment Method. Although these tools may change over the plan period, as a guiding principle the Council will adopt, as a minimum, the Government's standard efficiency nationally described standards prevalent at the time although will encourage developments to exceed such requirements where possible.	In
47	Paragraph 2.30	Delete and add text	<p>Add and delete text: Improving the energy efficiency of buildings can play an important role in reducing levels of carbon emission. All new development should help to achieve the Government and the Council's commitment to reducing CO₂ emissions greenhouse gas emissions which require all new homes built from 2016 and all new non-domestic buildings from 2019 to meet the zero carbon standard.</p> <p>The government is committed to requiring all new homes from 2016 to meet the zero carbon standard. The government proposes that house builders can achieve the zero carbon standard by mitigating the remaining emissions 'off-site', in effect a kind of carbon offsetting or abatement. Allowable Solutions is the overarching term for the carbon offsetting process and the various measures which house builders may use to achieve the zero carbon standard from 2016. In particular, designs should incorporate energy efficiency measures and consider the use of renewable energy generation. A hierarchical approach should be taken to reducing carbon emissions by a minimum of 10% through the following approach:</p> <ul style="list-style-type: none"> ● minimises the energy demand of new buildings; ● utilises energy efficient supply through low carbon technologies; and 	Forthcoming changes to the Building Regulations.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>• supplies energy from renewable energy sources.</p>	
47	Paragraph 2.32 – 2.36	Delete text	<p>Delete text: As well as mitigating our impact upon climate change, it is important that the known impacts of future climate change are also considered and designs adapted accordingly. Rises in sea level and increased rainfall, as a result of changes to our climate, are potentially a cause of more frequent flooding events. New development should therefore avoid those areas which are most vulnerable to flooding where possible. The Environment Agency has established a three tier flood zone hierarchy, with Flood Zone 3 being the most susceptible to flooding. Development will not be allowed in higher risk flood zones, unless there are outweighing social economic and/or regeneration benefits and in such cases appropriate design solutions should be adopted to minimise the impact of flooding.</p> <p>New development can contribute to flooding by reducing the amount of permeable land and increasing the level of surface water run-off into drainage systems and water courses. Measures to reduce this impact, such as the use of Sustainable Urban Drainage Systems (SuDS) or alternative water retention or recycling schemes will be encouraged where appropriate.</p> <p>The Council will request that a site specific Flood Risk Assessment (FRA) be carried out, in accordance with the NPPF, to demonstrate that development is not at risk from flooding and that it does not increase flood risk elsewhere. The rivers, watercourses, sewers and ground conditions throughout Redcar and Cleveland have varying amounts of capacity for flow from new developments and an adequate assessment of this capacity must be undertaken to support any development proposals. Developers should refer to the Redcar and Cleveland Strategic Flood Risk Assessment and Surface Water Management Plans for guidance on flood risk and surface water management. The appropriate responsible bodies including the Environment Agency, Northumbrian Water Ltd and Redcar & Cleveland Borough Council should be consulted, as appropriate, during the initial design process for any new development or redevelopment.</p>	DLP1352. New policy on water management and flood risk.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>The appropriate application of sustainable drainage systems to manage surface water within a development is the approach recommended within the technical guidance to the National Planning Policy Framework (NPPF) as a way of managing this risk. Current best practice guidance, such as the 'SUDS Manual' and 'Planning for SUDS' (CIRIA C697 and C687), should be followed in the design of developments.</p> <p>The EU Water Framework Directive and the River Basin Management Plan requires public bodies to have a positive impact on the quality of water courses and groundwater. Developers should ensure that surface water that is discharged to ground or into rivers and sewers has an appropriate level of treatment to reduce the risk of diffuse pollution. The run-off from all hard surfaces should receive an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, 'SUDS Manual' (CIRIA C697).</p>	

Policy SD 5 Developer Contributions

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
49	Policy SD5	Amend text	Amend text: The Council will follow detailed guidance set out in the Planning Obligations Developer Contributions SPD. The Planning Obligations Developer Contributions SPD will be prepared in 2014 in order to determine the levels of contributions and procedures to secure them.	Document name change.
49	Policy SD5 (j)	Add text	Add text: open space, sport and recreation	DLP812. To secure contributions for sport.
49	Policy SD5 (l)	Add text	Add text: improvements to landscape, water environments , biodiversity and heritage assets including habitat creation and repair or restoration of historic buildings and structures;	DLP717. To secure contributions to improve water environments.
50	Paragraph 2.37	Add text	Add text: Planning obligations will only be sought where they meet the legal tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010 as amended and the policy tests set out in paragraph 204 of the National Planning Policy Framework.	DLP1274. To meet requirements of NPPF and CIL Regulations.
50	Paragraph 2.41	Amend text	Amend text: The Planning Obligations Developer Contributions SPD will set out detailed guidance on the Council's approach to securing planning contributions.	Document name change.

Policy SD6 Renewable Energy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
51	Policy SD6	Delete text	Renewable energy schemes will be supported and encouraged to help meet the Government's climate change objectives and targets for electricity generation from renewable sources. Proposals and will be accepted approved where their impact is, or can be made, acceptable.	DLP302 Banks Renewables
51	Policy SD6	Amend text	...are located within our suitable urban industrial areas.	DLP1229 RSPB
51	Policy SD6	Amend text	We will strongly support schemes where they are located within our suitable urban industrial areas. In the rural areas, renewable energy proposals should be located within designated Restoration Landscape Areas. Renewable energy developments will not only be allowed within, or where they impact upon, nationally protected landscape areas or Sensitive Landscape Areas unless where they meet the exceptions criteria set out in Policy N1	DLP302 Banks Renewables
51	Policy SD6	Amend text	Particular importance will be placed on minimising the impact of renewable energy developments on the setting of the North York Moors National Park.	DLP302 Banks Renewables
51	Policy SD6	Add text	We will support the development of district heating, including new and retrofit schemes.	DLP698 Environment Agency
51	Policy SD6	Amend policy wording	b) environmental impacts, including on designated sites Add at end of policy ' Renewable energy developments will not be allowed within, or where they are likely to have an adverse effect, alone, or in combination with other plans or projects, on designated ecological sites or on priority species, unless they meet the exceptions criteria set out in Policy N4. '	DLP1229 RSPB DLP1137 Natural England DLP310 Tees Valley Nature Partnership

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
				DLP714 Tees Valley Wildlife Trust
51	Policy SD6	Add text	Development proposals for the generation of renewable energy will not be granted if there would be any adverse impacts on airport radar, unless mitigation is possible and a scheme for its provision is agreed with the airport affected.	DLP744 Durham Tees Valley Airport
52	Policy SD6, supporting text	Add new paragraph	The ecological sensitivity of a proposed location is also important. It should be ensured that all proposals, whether in rural or urban areas, do not have an adverse environmental impact and that proposals meet the criteria set out in Policy N4 regarding any impact on biodiversity and geodiversity, including on designated sites and priority species. It should also be ensured that development does not impact upon species protected by legislation.	DLP1229 RSPB DLP1137 Natural England DLP310 Tees Valley Nature Partnership DLP714 Tees Valley Wildlife Trust
52	Policy SD6, supporting text	Add new paragraph	It is important that development does not impact upon the safe operation of airports, including Durham Tees Valley. Any wind turbine development falling within the 30 kilometre safeguarding zone, as identified on the Proposals Map, which would affect the operational integrity or safety of Durham Tees Valley Airport will not be permitted unless acceptable mitigation is agreed. The cumulative impacts of proposals on the operation of the airport will also be considered.	DLP302 Banks Renewables
52	Policy SD6, supporting text, para. 2.47	Delete text	Sensitivity could be visual or ecological.	DLP1229 RSPB

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
52	Policy SD6, supporting text	Add text	The Tees Valley Wind Energy Capacity Study (2004) identified a number of potential 'wind resource areas' including at South Bank and parts of East Cleveland which represent clusters of potentially deliverable sites of least constraint. Any proposals in these areas should also accord with Policy SD6.	DLP302 Banks Renewables
53	Policy SD6, supporting text, paras. 2.49 and 2.50, and Options SD6a and SD6b	Delete text	<p>Other options considered included having a policy with blanket separation distance between wind turbines and residential properties. However, this option was rejected as suitable separation distances would be dependent on local context, such as surrounding topography, and would also be contrary to recently released planning practice guidance for renewable and low carbon energy.</p> <p>It was also considered whether to identify within the policy locations where certain types of renewable energy would be acceptable in order to help secure the delivery of these projects. However, it is considered that there is currently insufficient evidence to identify specific sites and so instead broad types of areas where renewable energy projects are likely to be supported are identified in the supporting text.</p> <p>Other options considered included having a policy with blanket separation distance between wind turbines and residential properties. However, this option was rejected as suitable separation distances would be dependent on local context, such as surrounding topography, and would also be contrary to recently released planning practice guidance for renewable and low carbon energy.</p> <p>It was also considered whether to identify within the policy locations where certain types of renewable energy would be acceptable in order to help secure the delivery of these projects. However, it is considered that there is currently insufficient evidence to identify specific sites and so instead broad types of areas where renewable energy projects are likely to be supported are identified in the supporting text.</p>	Delete rejected options

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>Renewable Energy</p> <p>Rejected option</p> <p>Policy which includes a blanket minimum separation distance between wind turbines and residential properties.</p> <p>Renewable Energy</p> <p>Rejected option</p> <p>Policy that identified specific locations for renewable energy development, in particular for onshore wind turbines.</p>	

New Policy SD7 Flood and Water Management

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
54	Sustainability and Design section	New policy	<p>Flood and Water Management</p> <p>Flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk. Development in areas at risk of flooding, as identified by the Environment Agency flood risk maps, will only be granted where all of the following criteria are met:</p> <ul style="list-style-type: none"> a. the proposal meets the sequential and exception tests (where required) in relation to the National Planning Policy Framework; b. a site specific flood risk assessment demonstrates that the development will be safe, including the access and egress, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall; and c. new site drainage systems are designed taking account of events that exceed the normal design standard (e.g. consideration of flood flow routing and utilising temporary storage areas). <p>All development proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk by:</p> <ul style="list-style-type: none"> d. ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken; e. prioritising the use of sustainable drainage systems; f. ensuring the full separation of foul and surface water flows; and g. ensuring development is in accordance with the Redcar and Cleveland Strategic Flood Risk Assessment. <p>A site specific flood risk assessment will be required to be carried out, to demonstrate that development is not at risk from flooding and that it</p>	DLP1352. New policy on water management and flood risk.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>does not increase flood risk elsewhere, in the following circumstances:</p> <ul style="list-style-type: none"> h. proposals of 1 hectare or greater in Flood Zone 1; i. proposals for new development (including minor development and change of use) in Flood Zones 2 and 3. Zones 2 and 3 are shown on the flood map with Flood Zone 1 being all the land falling outside Zones 2 and 3. These flood zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences; j. proposals for new development in areas susceptible to surface water flooding; and k. where the proposed development may be subject to other sources of flooding. <p>Surface water runoff not collected for use must be discharged to one or more of the following, listed in order of priority:</p> <ul style="list-style-type: none"> l. discharge into the ground (infiltration); or where not reasonably practicable, m. discharge to a surface water body; or where not reasonably practicable, n. discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable o. discharge to a combined sewer. <p>For Greenfield sites, the peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event must not exceed the peak Greenfield runoff rate from the site same event.</p> <p>For previously developed sites, the peak runoff rate from the development to any drain, sewer or surface water body for the 1 in 1 year</p>	

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>rainfall event and the 1 in 100 year rainfall event must be as close as reasonably practicable to the Greenfield runoff rate from the site for the same rainfall event, but must not exceed the rate of discharge for the pre-development scenario for that event. Discharge rates into surface water and combined sewers resulting from the redevelopment of brownfield sites will be limited to a maximum of 50% of flows consented for previous uses.</p> <p>Major developments will be required to submit a drainage plan to show that the site drainage can be adequately dealt with. The drainage plan will need to be submitted to the SuDS Approving Body for approval. For the purpose of this policy, major development includes residential developments comprising 10 or more dwellings and other developments with a floor space of 1,000m² or more.</p> <p>The drainage system must be designed and constructed so surface water discharged does not adversely impact the water quality of receiving water bodies, both during construction and when operational. New development should seek to improve water quality where possible as well maintaining and enhancing the biodiversity and habitat of watercourses.</p> <p><u>Supporting Text</u></p> <p>The National Planning Policy Framework (NPPF) sets out the Government’s intention that planning should proactively help the mitigation of, and adaption to, climate change including the management of water and flood risk. It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere. Any risk must be assessed by using the Environment Agency Flood maps To access the flood maps, see the Environment Agency’s website at: http://maps.environment-agency.gov.uk/wiyby/wiybyController?ep=maptopics&lang=e and the</p>	

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>Council's Strategic Flood Risk Assessment (SFRA). The latter was originally published in 2010 and some of the data has been superseded by mapping from the Environment Agency, which should also be taken into account.</p> <p>Built development can lead to increased surface water run-off; therefore new development is encouraged to incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS). For all sites, the aim is to provide a fail-safe system that mitigates any negative impact on downstream flood risk resulting from peak rates of runoff from the proposed development.</p> <p>The Flood and Water Management Act 2010 requires new developments and redevelopments to have drainage plans for surface runoff approved by the SuDS Approving Body (SAB) where the construction work would have drainage implications. The Department for Environment, Food and Rural Affairs (Defra) has developed National Standards in order to manage surface runoff in accordance with Schedule 3 the Act. The National Standards National Standards for sustainable drainage systems - designing, constructing, operating and maintaining drainage for surface runoff (Defra, 2011). set out what to design and construct in order to obtain approval from the (SAB) and for operating and maintaining SuDS which the SAB adopts. The Council is also in the process of developing guidance on the local use of SuDS. These national and local standards should be taken into account in the design of drainage systems. The Sustainable Drainage (Approval and Adoption) (England) Order 2012 defines the exemptions to the requirement for approval.</p> <p>All development proposals must take account of surface water management plans, catchment flood management plans and related flood defence plans and strategies.</p> <p>The Council has a duty to have regard to the Northumbrian River Basin Management Plan to ensure the protection and improvement in quality of</p>	

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>the water environment. This is also in accordance with the overall objective of the Water Framework Directive to achieve “good ecological status” in all water-bodies (including surface, ground and coastal waters) and not allow any deterioration from their current status.</p> <p>Wherever possible, measures to deal with flood risk and drainage should identify opportunities to maintain and enhance the biodiversity and habitat of watercourses through protecting or restoring natural channel morphology. Actions should also be taken to remove modifications to restore a more natural watercourse and associated biodiversity. Where such removal is not possible or not in the public interest, mitigation measures must be taken to create a more natural watercourse, improve habitats and enhance biodiversity.</p>	

Policy LS1 Greater Eston Spatial Strategy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
56	LS 1 (h)	Amend text	Amend text: improve the quality and quantity of general employment land, including extending Skippers Lane Industrial Estate providing new employment land at Mannion Park, Grangetown;	To reflect changes to Policy ED 7
57	Policy LS1 (v)	Add word	Add word: safeguard and enhance buildings, sites, settings and areas of heritage and cultural importance;	DLP825. To recognise the potential contribution made by the setting to heritage assets.

Policy LS2 Redcar Spatial Strategy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
58	Policy LS2 (Economy section)	Add text	Add text: Support the investigation into the feasibility of developing a new pier in Redcar.	Various comments. Further evidence available.
58	LS 2 (b)	Delete text	Delete text: as part of a consolidated Redcar Town Centre.	Consistency
58	LS 2 (e)	Amend text	Amend text: support the provision of a the 'Sustainable Redcar House' project as part of a consolidated Redcar Town Centre;	For clarity
58	LS2 (l)	Delete text	Delete text: , including through the implementation of the Coatham Masterplan	For clarification - the Council is no longer preparing a masterplan for Coatham
58	Policy LS2 (aa)	Amend text	Delete text: protect and enhance historical assets at Kirkleatham Village Add text: Safeguard and enhance all buildings, sites and areas of heritage and cultural importance.	DLP762. To improve clarity.
60	Paragraph 3.9	Amend text	Amend text: These include Redcar and Cleveland College and other education facilities, health and care facilities, public transport, parks and community and leisure facilities . These will soon be supplemented by the Redcar Leisure and Community Heart, which will house the new Council Chamber and Register Office alongside leisure facilities and business accommodation.	Completion of Redcar Leisure and Community Heart.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
60	Paragraph 3.11	Add text	Add text: A sustainable Redcar House will be an energy efficient, distinctive and innovative style of housing that will be delivered on infill sites along the seafront and in the town centre.	DLP97. To improve clarity.

Policy LS3 Rural Communities Spatial Strategy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
61	Policy LS3 (a)	Amend text	Add text: enhance the role of Guisborough as the principal rural service centre and promote independent businesses including the retail, leisure and tourism sectors as well as a focus for new housing.	DLP 1276. To recognise Guisborough as a focus for new housing development, consistent with the spatial strategy.
62	Policy LS3 (p)	Add word	Add word: safeguard and enhance buildings, sites, settings and areas of heritage and cultural importance	DLP 824. To improve clarity
62	Policy LS3 (s)	Add text	Add text: promote and enhance Local Nature Reserves , Local Sites and support any future opportunities to improve biodiversity and geodiversity in the East Cleveland landscape opportunity area;	DLP 311. To make policy consistent with Policy N4.
62	Policy LS3 (t)	Add text	Add text: provide a network of green infrastructure routes into and between the North York Moors National Park and North Yorkshire and Cleveland Heritage Coast and between Guisborough and Nunthorpe; and	DLP 311. To recognise the additional green infrastructure route.

Policy LS4 South Tees Spatial Strategy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
65	Policy LS4 (w)	Amend text	Amend and add text: safeguard and enhance buildings, sites, settings and areas of heritage and cultural importance including the 'Dorman Long' tower at South Bank Coke Ovens and support, supporting its adaptation to enable alternative uses;	DLP764. To include protection of all heritage assets.
64	Policy LS4 (Economy section)	Add text	Add text: create a new energy hub to support the offshore wind and sub-sea engineering sectors;	DLP1187. Provide support for new 'energy hub'.
65	Policy LS4 (Environment section)	Add text	Add text: Support the development of the South Tees District Heating System.	DLP1187. Provide support for District Heating.
65	Policy LS4 (Environment section)	Add text	Add text: support the development Carbon Capture and Storage to decarbonise the local economy.	DLP1187. Provide support for CCS.
65	Paragraph 3.23	Add text	Add text: The area has further potential to contribute to the national economy, particularly through the expansion of process and advanced engineering manufacturing sectors and the close proximity to the North Sea and offshore projects provides the opportunity to create a new energy hub, supporting the offshore wind and sub-sea engineering sectors.	DLP1187. Provide support for additional sectors.

Policy REG1 Coatham

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
68	Policy REG1	Amend text	<p>Add/Delete: Land at Coatham (8.7 ha) is allocated for a mixed use development comprising of leisure, tourism and visitor uses.</p> <p>A masterplan will be prepared by the Council to set out the specific development opportunities and proposed uses for each site. Any planning applications will be expected to accord with the overarching objectives of this masterplan.</p> <p>It is expected that the proposals will achieve the following:</p> <ul style="list-style-type: none"> a. A high quality mixed use development comprising of a range of leisure and tourism uses, including appropriate ancillary uses; b. Ground investigation and prior completion of any necessary remediation work; c. Contributions, as necessary at the time of application, towards any other services and community infrastructure enhancements; and d. Where development is proposed in flood zones 2 and 3, proposals should meet the sequential and exceptions tests and be supported by a Flood Risk Assessment. <p>Due to the close proximity of the site to the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, an Appropriate Assessment should be undertaken to ensure that there would be no adverse impacts upon the SPA as a result of the proposed development.</p>	To provide greater detail on the development anticipated on site, now that a masterplan is no longer being prepared.
68	Paragraph 4.4	Amend text	<p>Delete: Development in this location will support the regeneration of Coatham, and complement the wider transformation of Redcar that includes the redeveloped seafront and the new Redcar Leisure and Community Heart. It</p>	For clarity and to demonstrate consistency of the

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>will aim to deliver a diverse range of activities and attractions that do not currently exist in Redcar, and support the leisure, tourism and visitor economies. The ultimate aim is to broaden the range of facilities available to the whole community, whilst diversifying and supporting growth in the local economy.</p> <p>Add: The Council continues to promote the site for leisure and tourism development as it will support the regeneration of Coatham, and complement the wider transformation of Redcar that includes the redeveloped seafront and the new Redcar & Cleveland Leisure and Community Heart. It will aim to deliver a diverse range of activities and attractions that do not currently exist in Redcar, support the leisure, tourism and visitor economies and assist in the delivery of the Regeneration Masterplan. The ultimate aim is to broaden the range of facilities available to the whole community, whilst diversifying and supporting growth in the local economy.</p>	policy with the delivery of the Regeneration Masterplan.
68	Paragraphs 4.5 – 4.7	Delete text	<p>Delete: It is expected that the delivery of the Coatham Masterplan will create over 20 new businesses and 200 new jobs, and help attract over 100,000 additional visitors per year.</p> <p>The Coatham Masterplan is still being developed, and will be subject to separate public consultation before it is adopted by the Council.</p> <p>As part of any development, a Habitats Regulations Assessment should be undertaken to ensure that there will be no adverse impacts on the Teesmouth and Cleveland Special Protection Area.</p>	For clarity – to reflect that a masterplan is no longer being prepared for the site and to provide greater clarity for the need for an appropriate assessment under the Habitats Regulations.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
68	After Paragraph 4.4	Add new paragraphs	<p>Add: Whilst the site is allocated specifically for leisure, tourism and visitor uses, some other ancillary uses will be supported where they would improve the leisure and tourism offer of the site. Such complimentary uses would include restaurants and cafes, which could be used as part of a linked trip and increase the length of stay. Whilst other main town centre uses (other than leisure and tourism use) may be supported on the site, they will still be expected to follow the sequential assessment approach set out in Policy ED1 and be supported by an Impact Assessment, where necessary.</p> <p>Parts of the site are located in flood zones 2 and 3. Development should try to avoid the parts of the site which are most prone to flooding. However, where development is proposed on land within flood zones 2 and 3, development proposals should meet the sequential and exceptions tests, where required, and a flood risk assessment should demonstrate that the development will be safe, including access and egress, without increasing flood risk elsewhere.</p> <p>As the site comprises of predominantly previously developed land, there is the potential for there to be some level of contamination. The applicant will therefore be required to undertake a ground survey and any necessary mitigation measures.</p> <p>The site is located in close proximity to the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. An Appropriate Assessment under the Habitats Regulations should therefore be undertaken as part of any development, to ensure that there will be no adverse impacts upon the SPA.</p>	To provide greater detail on the development anticipated on site, now that a masterplan is no longer being prepared.

Policy REG2 Kirkleatham

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
69	REG2	Amend policy wording	Kirkleatham Hall, Stables and Garden Estate will continue to be recognised as a major heritage asset in Redcar and Cleveland and the North East region, and all stakeholders will work together to reduce risk and maximise significance by following a conservation-led approach to their rescue, re-use and future management, based on a sound understanding of their significance. The preparation of Investigating a strategic masterplan for the historic estate will could ensure that the heritage assets of the estate act as a catalyst in enabling our young to establish an attraction of regional significance with a range of employment and training opportunities, to allow people to move into work, education or training. by using the restored buildings to teach heritage skills and crafts.	For clarity
69	REG2	Amend policy wording	The conservation-led project and associated strategic masterplan will could enable successful social regeneration,	For clarity
69	REG2	Amend policy wording	Together, the masterplan will ensure the improvement of disadvantaged people through the delivery of a heritage focused project.	For clarity
69	REG2	Amend policy wording	Through active conservation-led regeneration, early sensitive rescue and re-use, and informed future management, Kirkleatham Hall Stables and Garden Estate will could realise their its potential as a cherished, cared-for historic assets in a wider cultural landscape, whilst ensuring a sustainable balance between heritage protection and economic activity. Access and interpretation will would form part of their its future.	For clarity
69	REG2	Amend policy wording	...whilst ensuring a sustainable balance between the sustainable integration of heritage protection and economic activity.	DLP763, English Heritage - to ensure

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
				compliance with NPPF
69	REG2	Amend policy wording	The A Kirkleatham Conservation Plan (and its two addendums) should will be actively used and to inform the preparation of any development proposal that is brought forward to help guide the future of the estate and ensure its historical significance is maintained.	For clarity
69	REG2	Amend policy wording	The natural environment of the Kirkleatham Estate will be protected, with opportunities sought for its restoration.	DLP702 Environment Agency
69	REG2	Amend policy wording	...ensure its historical significance is maintained, and where appropriate, enhanced or better revealed.	DLP763 English Heritage
69	REG2	Amend policy wording	The following conservation philosophies should be adhered to when considering any change to original fabric, spaces or layout at Kirkleatham Hall Stables and Garden and other heritage structures and land within the broader site:	For clarity
69	REG2	Amend policy wording	a) minimum intervention – remove or change as little as possible of what is significant there, introduce only those new things which are necessary and do not result in harm to, or loss of, significance;	DLP763 English Heritage
69	REG2	Amend policy wording	b) reversible change – wherever possible appropriate , anything done should be capable of subsequently being undone without lasting damage	For clarity DLP763 English Heritage
70	REG2	Amend policy wording	Kirkleatham Hall Stables and Garden Estate should be considered as a whole, ensuring their its component elements, ranges and rooms, and the	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			relationships between them and their setting and wider cultural landscape, are protected and enhanced. There should be a presumption in favour of retaining and conserving in situ all buildings, structures, landscaping, archaeological deposits and other features at the site. There should be a presumption against the demolition of structures of heritage interest , including partial demolition or removal.	
71	Supporting text, para. 4.9	Add text to paragraph	Kirkleatham is a conservation area of outstanding significance. Several interventions in recent years have also demonstrated that Kirkleatham is an area of high archaeological potential, with areas of potential national significance, where policies HE2 and HE3 are especially relevant.	DLP653 North East Archaeological Research Ltd. For clarity.
71	Supporting text, para. 4.13	Add text	The natural environment of Kirkleatham Estate will be protected and where possible enhanced. Development proposals should ensure that they do not impact detrimentally on biodiversity, including protected species. Opportunities should be sought to restore the natural environment, such as through restoring local watercourses and de-culverting.	DLP702 Environment Agency DLP177 Tees Valley Wildlife Trust
72	Supporting text, para. 4.16	Amend text	The works and analysis undertaken in relation to the Kirkleatham estate will would help to ensure that a full understanding of the historical context and importance of the overall estate is established. It will would also ensure developers have the confidence in fully understanding the heritage and planning issues that need to be fully considered in order to make opportunities within the Kirkleatham estate viable.	For clarity
72	Supporting text, para. 4.20	Amend wording	Recognition must be given to the geographical nature and make-up of the estate and that the Hall, stables and garden its heritage features should be considered in their entirety...	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
73	Supporting text, para. 4.21	Amend wording	The A conservation-led regeneration project for Kirkleatham will be an ambitious community initiative that uses the heritage and cultural assets of the Kirkleatham estate to deliver community benefits for the whole of Redcar and Cleveland and, potentially, for the wider Tees Valley	For clarity
73	Supporting text, para. 4.22	Amend text	As such, a strategic masterplan is to would be prepared and will be a key document that sets out the project's long-term ambitions whilst, at the same time, establishing the key short-term objectives that need to be achieved in order to meet longer term ambitions. It is the intention that this the masterplan will would set out a coherent approach to revitalising the historic estate through:	For clarity
73	Supporting text, para. 4.22, first bullet point	Add text	restoring the stable block and walled garden and other features , bringing both back into sustainable use - via a programme of detailed restoration and conservation works along with an in-depth analysis of potential uses for the buildings and spaces;	For clarity
73	Supporting text, para. 4.22, third bullet point	Add text	Providing a dynamic range of vocational opportunities for the borough's young people, particularly its young people , is at the centre of the project, and these will include the chance to learn transferable skills to improve the prospect of employability	For clarity

Policy REG3 Skelton

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
74	Policy REG 3	Amend text	Amend: The scale and composition of the existing industrial estate will be rationalised reviewed and it will be extended onto the eastern part of the site adjacent to the A174...	For clarity
74	Policy REG 3	Add text	Add: Any proposals for main town centre uses...	For clarity.
74	Policy REG 3	Add text	Change dates in tables	To reflect new timescales for Local Plan
75	Paragraph 4.28	Amend text	Delete: 100 Add: 105	For clarity and consistency with numbers in policy.
76	Paragraph 4.29	Add text	Add: However, where main town centre uses...	For clarity.
76	Paragraph 4.30	Add text	Add: It is likely that the area of the former minehead may be the most appropriate location...	For clarity.
76	Paragraph 4.32	Amend text	Delete: Furthermore, Northumbrian Water also has an interest in the site as there is a culvert which runs through the site and leads to a water treatment works on the opposite side of the A174 Skelton and Brotton Bypass.	DP 709: To reflect that the culvert does not connect with the mine water treatment works.

Policy ED1 Protecting and Enhancing the Borough's Centres

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
78	Policy ED1	Add text	Add text: Any proposal for a main town centre use will be expected to follow the sequential assessment approach set out within the NPPF, favouring locations within existing centres, followed by edge of centre locations.	Clarity and consistency
78	Policy ED1	Amend text	Amend text: The sequential assessment will not apply to site allocations for main town centre uses, or small-scale proposals for main town centre uses (less than 200m ² gross), except where the site is safeguarded/allocated for another form of development. in the rural areas.	DLP 1212 and for consistency between policy for rural and urban areas.
78	Policy ED1 (a)	Amend text	Amend text: Retail development (where Redcar Town Centre is the nearest town or district centre) Delete footnote 9.	For clarity
79	Policy ED1 (i)	Add text	Add text: promoting the reuse of vacant buildings, especially those of heritage value and at risk.	DLP143
79	After Policy ED1 (j)	Add text	Add text: k. Improving the quality and quantity of parking in designated centres, where necessary.	To improve the quality and quantity of parking within centres in accordance with the NPPF and practice guidance.
80	Paragraph 5.5	Add text	Add text: Development proposals for main town centre uses...	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
80	Paragraph 5.5	Add text	Add text: Where a proposal is submitted for a main town centre use...	For clarity
80	Paragraph 5.6	Amend text	Delete: The sequential assessment will not apply to small scale proposals for town centre uses in rural locations in accordance with the NPPF. For the purposes of this plan, small scale developments are considered to be those with a gross floorspace of 200m² or less. Add text: The sequential assessment will not apply to small scale proposals for main town centre uses (less than 200m² gross).	For consistency with policy, following introduction of Option ED1b.
80	Paragraph 5.8	Add text	Add text: Redcar Town Centre is the principal centre within the borough and provides the focus for a wide range of main town centre uses,...	For clarity
80/81	Paragraph 5.9	Amend text	Delete: Projects such as the Redcar Beacon and Palace Hub have improved the attractiveness of the centre and there is a new leisure centre and civic facilities also being built in the centre, and a range of leisure facilities in the pipeline nearby at Coatham. Add text: Projects such as the Redcar Beacon, Palace Hub and Redcar & Cleveland Leisure and Community Heart have improved the attractiveness of the centre, and a range of leisure facilities are also in the pipeline nearby at Coatham.	Updated text to reflect completion of Redcar Leisure and Community Heart.
81	Paragraph 5.10	Amend text	Replace: Guisborough District Centre with Guisborough district centre.	For clarity and consistency.
81	Paragraph 5.10	Delete text	Delete: The boundaries are consistent with the recommendations of the Strategic Retail, Leisure and Office Study (2011).	To reflect changes to district centre boundary following consultation.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
82	Option ED1a	Delete text	<p>Delete: Option ED 1a</p> <p>Loftus District Centre</p> <p>Loftus District Centre has been struggling in recent years, with the LDF Authority's Monitoring Report noting a significant increase in the number of vacant units and also an increase in the number of units considered to be in a poor or very poor condition.</p> <p>However, Loftus District Centre continues to provide a vital service centre to the residents of Loftus and the surrounding villages and therefore it is considered that Loftus District Centre should continue to be retained in the retail hierarchy as a district centre.</p> <p>Whilst it is recognised that the centre should be retained within the retail hierarchy at its current role as a district centre, the Council must also take action to try and address the centre's decline.</p> <p>It is considered that the size of the existing centre is no longer appropriate as the number of units within the centre is significantly higher than demand requires, as evidenced by the high vacancy rates. Furthermore, the awkward layout of the centre along A174 ensures that both ends of the district centre are not particularly well connected. It is therefore recommended that the centre is consolidated into a smaller area, which will ensure that the vitality and viability of the centre is protected.</p> <p>The Council is consulting on two potential options as part of this consultation, which are shown below.</p> <ul style="list-style-type: none"> ● Option ED 1a: Small Consolidation ● Option ED1b: Large Consolidation <p>We would welcome your thoughts on which option you consider would be the most appropriate consolidation of the centre, or whether you believe that the</p>	<p>Option deleted for publication. Policy has been amended to take account of proposed approach.</p>

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			existing boundaries should be retained.	
82-83	Option ED1b	Delete text	<p>Delete: Option ED1b</p> <p>Sequential Assessment Approach</p> <p>The proposed policy would require the applicant to follow the sequential assessment approach for all planning applications for main town centre uses in out-of-centre locations. However, planning applications for small scale development of main town centre uses in the rural areas (less than 200m²) would not be required to follow the sequential assessment approach, in accordance with the NPPF.</p> <p>The Council would like to hear your thoughts on whether a low threshold should also be introduced for out-of-centre proposals for town centre uses in the conurbation. If a threshold was to be introduced, it would need to be at a low level to ensure that development would not cause any significant harm to existing centres.</p>	Option deleted for publication. Policy has been amended to take account of proposed approach.
83	Option ED1a map	Delete map	N/A	Option deleted for publication. Policy has been amended to take account of proposed approach.
83	Option ED1b map	Delete map	N/A	Option deleted for publication. Policy has been amended to take account of proposed approach.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
N/A	Policies Map	Amendment to District Centre Boundary	N/A	DLP538: Change to Low Grange Farm District Centre boundary for consistency with planning permission.
N/A	Policies Map	Amendment to District Centre Boundary	N/A	Loftus District Centre Consolidation Option B: Large Consolidation.
N/A	Policies Map	Amendment to District Centre Boundary	N/A	Guisborough District Centre – Revised boundary to exclude predominantly residential area.
N/A	Policies Map	Amendment to Local Centre Boundary	N/A	Nunthorpe Local Centre – Amendment to include adjacent town centre uses.
N/A	Policies Map	Include revised Primary Shopping Area	N/A	Redcar Town Centre – Include revised Primary Shopping Area.
N/A	Policies Map	Include Primary	N/A	Guisborough District

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
		Shopping Area		Centre – Include Primary Shopping Area.

Policy ED2 Cleveland Retail Park

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
84	Paragraph 5.15	Add text	Add text: In order to protect the designated centres within the borough and Middlesbrough , further permissions for ...	DLP 729

Policy ED3 Hot Food Takeaways

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
85	Paragraph 5.19	Amend text	<p>Delete: The interim hot food takeaway policy has been successful at restricting hot food takeaways in the borough's centres...</p> <p>Add: The interim hot food takeaway policy has been successful at preventing an over-proliferation of hot food takeaways in the borough's centres and it is therefore proposed to incorporate these restrictions into the Local Plan.</p>	For clarity on justification of policy
85	Footnote 11	Amend text	Those falling withing Use Class A5 ...	For clarity

Policy ED4 Retail development on Industrial Estates and Business Parks

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
86	Policy ED 4	Amend text	Delete: (as identified in Policy ED7) Add: (as identified in Policy ED6)	Correction of policy number
85	Paragraph 5.22	Delete text	In such circumstances, the main industrial function would not be appropriate within a centre and ancillary retail would be appropriate within an industrial estate or business parks.	For clarity

Policy ED6 Protecting Employment Areas

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
88	Policy ED 6 (c)	Add text	Add: Teesport and land along the River Tees – Port related activities and logistics sector.	DLP 681: For consistency with Policy LS4.
89	Paragraph 5.26	Amend text	Delete: ...with a further 78ha of employment land safeguarded for general employment use. Add: ...with a further 82ha of employment land safeguarded for general employment use.	To reflect change to proposed employment allocation under Policy ED7.
89	Paragraph 5.26	Amend text	Delete: Up to 64ha of general industrial land is safeguarded under Policy ED7, with the remainder being brought forward through a new employment allocation at Skippers Lane Industrial Estate under Policy ED8 and a mixed use allocation at Skelton under Policy REG3. Add: Up to 64ha of general industrial land is safeguarded under Policy ED6, with the remainder being brought forward through a new employment allocation at Mannion Park under Policy ED7 and a mixed use regeneration allocation at Skelton under Policy REG3.	Policy numbers updated for consistency and proposed employment allocation amended for consistency with Policy ED7.
91	Paragraph 5.36	Add text	Add: The new Palace Hub in Redcar provides a purpose built focus for creative industries and the presence of other creative industries in Saltburn is also notable.	DLP 438: To include reference to creative industries in Saltburn.

Policy ED7 New Employment Allocations

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
92	Policy ED 7	Amend text	Delete: Land adjacent to Skippers Lane Industrial Estate (7ha) will be brought forward for general industrial and business development (B1, B2 and B8 uses). Add: Land at Mannion Park (11ha) will be brought forward for general industrial and business development (B1, B2 and B8 uses).	To reflect change in employment allocation, following concerns over deliverability of original allocation.
92	After Policy ED 7 (a)	Add text	Add: b. the retention of an adequate buffer along the western boundary to protect the residential amenities of nearby occupants.	To reflect change in employment allocation.
92	Policy ED 7 (c)	Add text	Add: c. an appropriate landscaping scheme throughout the site, including a deep landscaping buffer adjacent to A1053 Greystone Road;	To provide a high quality development.
92	After Policy ED 7 (c)	Add text	Add: e. a detailed ecological survey to identify the biodiversity value of the site and implementation of any mitigation measures identified;	To reflect presence of some mature trees and hedgerows on the site.
92	Policy ED 7 (e)	Delete text	Delete: e. re-provision of allotments, as necessary.	To reflect change in employment allocation.
92	Paragraph 5.39	Amend text	Delete: In order to address the supply of employment land within the South Tees Area to meet this identified need, it is proposed to allocate a new area for general industrial use adjacent to Skippers Lane Industrial Estate. The site is currently occupied by a disused scrapyard, statutory allotments and playing	To reflect change in employment allocation.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>pitches.</p> <p>Add: In order to address the supply of employment land within the South Tees Area to meet this identified need, it is proposed to allocate a new area for general industrial use at Mannion Park. Whilst it is noted that the site is larger than the 6.95 hectares required, it is anticipated that the net developable area would be significantly lower than the 11ha allocated, due to the site specific requirements set out within the policy.</p>	
92	Paragraphs 5.40-5.42	Delete text	<p>Delete: In order to bring the site forward for development, the Council must obtain consent from Secretary of State in order to dispose of the statutory allotments. The Council is satisfied that the allotment gardens are no longer required and that suitable provision can be provided elsewhere within the locality to meet identified needs.</p> <p>The Redcar & Cleveland Playing Pitch Strategy Strategy (2011) indicates that there is a general over provision of 15 adult football pitches and 2.5 mini pitches within the Greater Eston area. The site currently accommodates 4 adult pitches and 2 mini pitches. There would still therefore be adequate playing pitch provision within the area once these pitches are lost to development.</p> <p>As the northern part of the site was used for a former scrapyard, there could be some localised ground contamination. Any application for the redevelopment of the site will be expected to be supported by a ground investigation survey, with any necessary mitigation works being completed.</p>	To reflect change in employment allocation.
93	Paragraph 5.43	Amend text	<p>Add/Delete: The site is located in the strongest demand area for employment uses in the borough and has good linkages transport links via the A66 to the strategic road network and nearby Teesport. The site would be suitable to meet the needs of a range of end users, but would be particularly suitable for small and medium sized businesses similar to those already present on</p>	To reflect change in employment allocation.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			Skippers Lane Industrial Estate.	
93	After Paragraph 5.43	Insert new paragraphs	<p>Add: The site currently has outline planning permission for a mixed use development comprising of residential and industrial/business uses. The landowner however has indicated that they no longer wish to pursue residential development on the site and therefore the site has been included as a purely employment allocation.</p> <p>As the site is located adjacent to existing residential uses, it will be necessary for complimentary uses to be located along the western boundary of the site and an adequate buffer to be retained to ensure that the residential amenities of nearby occupants is adequately protected. A landscaping buffer should also be provided along the eastern boundary of the site to limit the environmental impact of the proposals.</p> <p>Tees Valley Wildlife Trust have previously identified that the site has a number of mature trees and hedgerows which should be retained. It is therefore required that an ecological survey is undertaken to identify the biodiversity value of the site and that any necessary mitigation measures are implemented.</p> <p>The site is previously developed land and therefore there could be some localised ground contamination. Any application for the redevelopment of the site will be expected to be supported by a ground investigation survey, with any necessary mitigation works being completed.</p>	To reflect change in employment allocation.
N/A	Draft Local Plan ED 8 New Employment Allocations Insert Map	Amend Policy Number	Change Policy number from ED8 to ED7 both within the map and the title.	For clarity and consistency

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
N/A	Policies Map	Delete proposed allocation.	Delete proposed allocation adjacent to Skippers Lane Industrial Estate.	To reflect change in employment allocation.
N/A	Policies Map	Add new allocation	Include new proposed allocation at Mannion Park.	To reflect change in employment allocation.
N/A	Policies Map	Amend development limits, Green Wedge and restoration landscape boundaries	Adjust development limits, Green Wedge and restoration landscape boundaries so that the proposed allocation is included within development limits and outside of the Green Wedge and restoration landscape area..	To reflect change in employment allocation and remove other policy constraints.

Policy ED8 Rural Economy

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
94	Paragraph 5.45	Amend text	<p>Delete: The Regeneration Masterplan includes proposals to improve the rural economy, which is supported by the aim of securing 100% high speed broadband throughout the borough. The policy reflects this vision.</p> <p>Add: The Council's Regeneration Masterplan and Tees Valley Unlimited's Strategic Economic Plan both include proposals to improve the rural economy, including the aim of securing 100% high speed broadband throughout the borough. The policy reflects this vision.</p>	DLP 1189: To include reference to Tees Valley Unlimited's Strategic Economic Plan.

Policy ED9 Leisure and Tourism Development

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
95	After ED9 (c)	Add text	Add d. expanding the leisure and tourism economy by capitalising on other heritage assets within the borough;	DLP767: To indicate that other heritage assets can be utilised to promote the borough as a leisure and tourism destination.
95	Policy ED 9 (f)	Amend text	Add/Delete: expanding the leisure and tourism economy of the rural areas, capitalising on the borough's natural assets of the borough and the surrounding area, particularly the North York Moors National Park.	DLP 435 & 458: To strengthen reference to the North York Moors National Park, its significant draw as a tourist destination and the potential tourism benefits for the surrounding area.
95	Policy ED 9	Add text	Add: Losses of tourist accommodation through change of use or demolition will only be supported where it can be clearly demonstrated that they are no longer financially viable, or their loss would secure wider regeneration benefits.	DLP 530: To allow for the loss of poor quality units which would improve the overall appearance of the area.
95/96	Paragraph 5.48	Amend text	Delete: Work is also underway on a new leisure centre within the town, which is due to open in 2014.	To reflect the opening of the Redcar & Cleveland Leisure

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			Add: The Redcar & Cleveland Leisure and Community Heart was also recently opened in the town centre, providing a new state of the art leisure centre and swimming pool, alongside a range of civic facilities.	and Community Heart.
96	After Paragraph 5.51	Add Paragraph	Add: The North York Moors National Park (part of which is located within the borough boundary) is a highly valued and distinctive landscape, which acts as a significant draw for visitors. Being located on the edge of the national park, large parts of the rural area of the borough benefit from the tourism and visitor numbers that the national park attracts. The Council will seek to work closely with the North York Moors National Park Authority to increase visitor numbers to the area and improve the leisure and tourism facilities on offer.	DLP 435 & 458: To strengthen reference to the North York Moors National Park, its significant draw as a tourist destination and the potential tourism benefits for the surrounding area.
96	Paragraph 5.52	Add text	Add: The borough has a wide range of public footpaths and bridleways which allow access to large parts of the rural areas for the enjoyment of all, including a substantial section of the Cleveland Way National Trail and an alternative Coast to Coast route. The section of the England Coast Path which passes through the borough is also due to be opened in 2015. Upon the opening of this section of the England Coast Path, Saltburn will become one of only a handful of locations in the country to be at the junction of two National Trail routes, which offers the opportunity for significant tourism benefits. Watercourses also offer the opportunity to connect inland and coastal tourism in a sustainable way and will be supported.	DLP121 & 710: To include reference to the England Coast Path, an alternative Coast to Coast route and the potential tourism benefits associated with these and reference to how watercourses could be better utilised to link inland and coastal tourism.
97	Paragraph 5.54	Amend text	Add/Delete: The Council will support leisure and tourism developments within the borough to help deliver the Council's aspirations set out within the	To include reference to Tees Valley

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			Council's Regeneration Masterplan and Tees Valley Unlimited's Strategic Economic Plan.	Unlimited's Strategic Economic Plan

Policy ED10 Caravan Sites and Tourist Accommodation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
98	After Policy ED 10 (c)	Add text	Add: d. would not have an adverse impact upon designated biodiversity or geological sites, unless appropriate mitigation can be provided in accordance with Policy N4.	DLP827 & 1150: To protect designated biodiversity and geological sites in accordance with Policy N4.
98	Policy ED 10	New Paragraph	Move text to new paragraph: Any proposals located within 5km of a Natura 2000 site will be required to carry out a screening exercise to determine the need for an Appropriate Assessment.	For clarity
98	Policy ED 10	Add text	Add: Development should be directed to areas at least risk of flooding. Proposals will not be acceptable in Flood Zone 3 and will only be supported in Flood Zone 2 if both the sequential and exceptions tests have been met.	DLP700: To direct development to areas at low risk from flooding in accordance with planning guidance.
99	After Paragraph 5.59	Add text	Add: As a highly vulnerable use, proposals for caravan, chalet and camping sites should be directed to areas at low risk from flooding. Development will not be allowed within Flood Zone 3 and will only be considered acceptable in Flood Zone 2 if both the sequential and exceptions tests have been met. In order to protect water quality in the surrounding areas, sewage from sites should be connected to the existing network, where possible. Where alternative forms of sewage are required, an Environmental Permit will be required from the Environment Agency.	DLP700: To direct development to areas at low risk from flooding in accordance with planning guidance. To effectively manage sewage to protect water quality.

Policy ED11 New Hotel and Guest House Accommodation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
100	Option ED 11a	Delete text	Delete: Option ED 11a New Hotel and Guest House Accommodation Other Options: Site specific policy covering areas where such uses are an issue.	Option ED 11a has not been pursued through the plan.
101	Paragraph 5.64	Delete text	Delete: The Council proposes to ensure that these measures are satisfied through Policy ED11, which deals with such proposals throughout the borough as a whole. However, we would welcome your thoughts as to whether the policy would work better if it was more area specific, and applied only to those areas where there is a high concentration of larger housing which could easily be converted to tourist accommodation.	Option ED 11a has not been pursued through the plan.

Policy ED12 Equestrian Development

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
101	Policy ED 12	Add text	Add text: All proposals will be expected to provide appropriate manure storage and dirty water handling facilities.	DLP 711: To ensure appropriate manure and dirty water handling facilities to protect watercourses from contamination.
101	Paragraph 5.65	Add text	Add: There has been a steady increase in the number of equestrian related developments in the borough over recent years, particularly in the urban fringe...	For clarity
101	After Paragraph 5.65	Add text	Add text: If not managed correctly, the manure and dirty water associated with livery stables has the potential to affect the quality of watercourses and the quality of bathing waters within coastal areas. It should therefore be ensured that any new development has appropriate manure storage and dirty water handling facilities in order to protect water quality.	DLP 711: To ensure appropriate manure and dirty water handling facilities to protect watercourses from contamination.

Policy H1 Housing Requirements

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
104	Policy H1	Text and table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30, and consequential changes to the phasing periods.	To reflect changed timescales for plan adoption
104	Policy H1	Text and table amended	Housing requirement updated from 270 per annum to 260 per annum. Housing requirement for each phase updated from 1,350 to 1,300. Total housing requirement updated from 4,050 to 3,900.	To reflect new evidence (ONS data) and the strategy in 'Our Plan'
104	Policy H1, 4 th Paragraph	Text amended	To promote a flexible and continuous supply of housing land in line with national policy and to reduce the risk of under-delivery, the plan allows for the development of up to approximately 4,500 dwellings gross (equivalent to 300 per annum and an increase of over 10% about 15% against the minimum requirement).	For clarity and to reflect new policy position
104	Paragraph 6.5	Text amended	Delete: The preferred requirement seeks to strike an appropriate balance between aspiration and realistic achievability and has been derived from consideration of the following: <ul style="list-style-type: none"> • the most recent official household growth projections; • consideration of housing need and demand identified in the Tees Valley Strategic Housing Market Assessment; 	To reflect new evidence and approach

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<ul style="list-style-type: none"> • historical housing construction rates; • employment growth trends and economic development policy implications; and • in seeking to stabilise and reverse population decline and support the development of sustainable communities and the regeneration of the borough. <p>Add: The requirement seeks to strike an appropriate balance between aspiration and realistic achievability and has been derived from consideration of the following:</p> <ul style="list-style-type: none"> • the most recent official population projections; • consideration of housing need and demand identified in the Tees Valley Strategic Housing Market Assessment; • historical housing construction rates; and • supporting the Council’s broader strategic aims to stabilise and reverse population decline, support the development of sustainable communities, and the economic growth and regeneration of the borough. 	
105	Paragraph 6.6	Add text	Add: The population of the borough has been steadily declining over the last three decades and Redcar and Cleveland is amongst a small group of local authorities which lost population between 2001 and 2011. At the same	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			time, there is a growing imbalance between an increasing elderly population reliant on public services, and a diminishing working-age population to service those needs. Demand for additional dwellings is also ongoing...	
105	Paragraph 6.7	Amend text	<p>Delete: The Office for National Statistics (ONS) interim projections for 2011-2021 estimate household growth of 200 households per annum in the borough and these figures have assumed the basis for identifying the proposed requirement. Providing sufficient housing to meet projected demand through household growth is not however likely to achieve a stable and balanced population as the household projections are themselves based on a continuation of existing trends.</p> <p>Add: The Department for Communities and Local Government (CLG) interim projections for 2011-2021 estimate household growth of 200 households per annum in the borough. However, analysis of the ONS sub-national population projections (May 2014) suggests that household growth for the period 2015 – 2030 will average approximately 150 per annum. It is this data that will be used by CLG in their forthcoming household growth projections (anticipated autumn 2014) and, as such, we have used this position as our baseline for determining our housing requirements.</p>	DLP1193 for accuracy and to reflect new evidence and approach
105	Paragraph 6.8	Amend text	Delete: Furthermore, prospective economic growth within Redcar and Cleveland and the Tees Valley will also create demand for new housing. To support sustainable economic development, it is important that sufficient housing is provided alongside other key requirements such as an	For clarity and to reflect new evidence and approach

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>appropriately skilled workforce and adequate service infrastructure capacity.</p> <p>Add: The ONS sub-national population projections also suggest that our overall level of population will stabilise over the plan period, with a slight increase towards the end of the period. Nevertheless, the profile of the population is projected to change with a significant decline in the working age population alongside a significant increase in the number of residents aged 65 years or older. If the challenges presented by this demographic imbalance are to be addressed, it is imperative that the housing requirement is sufficiently aspirational to support population retention, attract working households to live in the borough and to promote the development of sustainable communities.</p>	
105	Paragraph 6.9	Amend text	<p>Delete: Over the course of the plan period, the local labour market may expand with additional employment opportunities emerging due to the following:</p> <ul style="list-style-type: none"> • through the creation of new jobs based around a more diversified, advanced and resilient local economic base which is being pursued by Tees Valley Unlimited and through the Redcar & Cleveland Regeneration Masterplan; and • from meeting growth in ‘replacement demand’—filling an increasing number of job vacancies arising from a higher proportion of workers retiring, taking into account the proposed increase in the retirement age under the 2011 Pensions Act. <p>Add: In response to this, and in order to help rebalance the population,</p>	For clarity and to reflect new evidence and approach

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			Redcar & Cleveland Borough Council has recently agreed through its Corporate Plan (Our Plan 2014-19) a strategic aim to grow our population by 2,500 people over a 10-year period starting in 2014. This is roughly equivalent to an increase of 2% over this period and has particular focus on attracting families to the borough. The housing requirement has, therefore, been derived from extrapolating the annualised increase in population to the end of the plan period.	
105	Paragraph 6.10	Amend text	<p>Delete: The population of the borough has been steadily declining over the last three decades and Redcar and Cleveland is amongst a small group of local authorities which lost population between 2001 and 2011. At the same time, there is a growing imbalance between an increasing elderly population reliant on public services, and a diminishing working-age population to service those needs. If the significant challenges presented by this demographic imbalance are to be addressed, it is imperative that the housing requirement is sufficiently high to support population retention, attract working households to live in the borough and to promote the development of sustainable communities.</p> <p>Add: Prospective economic growth within Redcar and Cleveland and the Tees Valley will support the demand for new housing. Similarly, to support sustainable economic development, it is important that sufficient housing is provided alongside other key requirements such as an appropriately skilled workforce and adequate service infrastructure capacity.</p>	For clarity
106	Paragraph 6.11	Amend text	Delete: It is the Council's view that in addition to meeting household growth projections, the housing requirement should allow for an increase in housing	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>demand due to prospective economic growth and in seeking to redress population imbalance and decline. In that regard, the Council believes that a minimum annual requirement of 270 dwellings is appropriate for the following reasons:</p> <ul style="list-style-type: none"> ● it would satisfy local housing needs and aspirations and enable the identification of an appropriate mix of sites to broaden and improve the housing offer in the borough; ● it would provide for an increase in development above household projections and would therefore allow for a higher level of housing demand arising from employment growth forecasts and aspirations and promote a more stable and balanced population; and ● in accordance with the aims of the NPPF, it would enable a significant increase in housing supply but is also realistically achievable as it would fall within the indicative development capacity over the market cycle; over the last twenty years or so housing completions in the borough have averaged about 290 per annum gross. <p>Add: Over the course of the plan period, the local labour market may expand with additional employment opportunities emerging due to the following:</p> <ul style="list-style-type: none"> ● through the creation of new jobs based around a more diversified, advanced and resilient local economic base which is being pursued by Tees Valley Unlimited’s Strategic Economic Plan and through the 	

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>Redcar & Cleveland Regeneration Masterplan; and</p> <ul style="list-style-type: none"> from meeting growth in ‘replacement demand’ - filling an increasing number of job vacancies arising from a higher proportion of workers retiring, taking into account the proposed increase in the retirement age under the 2011 Pensions Act. 	
106	Paragraph 6.12	Amend text	<p>Delete: The Council supports the inclusion of a gross target above the minimum requirement to reduce the likelihood of an undersupply situation developing because of high stock losses or site development delays. Due to unusually high levels of housing clearance linked to housing market renewal programmes, net housing completions since 2004 fell significantly behind cumulative requirements in the Regional Strategy and Local Development Framework (LDF) and the preferred minimum requirement is similar to that in the LDF.</p> <p>Add: In addition to meeting household growth projections, the housing requirement allows for an increase in housing demand which is aligned to the Council’s strategic aim to redress population imbalance and decline and support economic growth. In that regard, the Council believes that a minimum annual requirement of 260 dwellings is appropriate for the following reasons:</p> <ul style="list-style-type: none"> it would satisfy local housing needs and aspirations and enable the identification of an appropriate mix of sites to broaden and improve the housing offer in the borough; 	For clarity and to reflect new evidence and approach

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<ul style="list-style-type: none"> • it would provide for an increase in development above household projections and would, therefore, allow for a higher level of housing demand to promote a stable, increased and more balanced population, including an increase in family households, and to support employment growth; and • it would enable a significant increase in housing supply whilst remaining realistically achievable as it would fall within the indicative development capacity over the market cycle. 	
106	Paragraph 6.13	Amend text	<p>Delete: The gross target represents a modest increase against the net requirement.</p> <p>Add: The Council supports increasing the housing land supply against the requirement as this will reduce the likelihood of an undersupply situation developing because of unanticipated stock losses or site development delays. The over-allocation represents a modest increase over the minimum requirement.</p>	For clarity in response to reps about confusion over having a 'gross target' and a 'net requirement'.
106	Paragraph 6.14	Amend text	<p>Delete: The LDF and Regional Strategy divided the housing requirements into five-year phases to promote the managed delivery of housing supply. The Council supports the continuation of this approach and the appropriately phased release of sites for development for the following reasons:</p> <p>Add: The Council supports the continuation of dividing the housing requirement into five-year phases to promote the managed delivery of housing supply and the appropriately phased release of sites for development for the following reasons:</p>	For clarity

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
107	Paragraph 6.15	Add text	The figures also reflect the current level of housing commitments, short-term delivery prospects as evidenced in the estimate of five year housing supply, the range of sites included at Policy H3 and REG3 and the longer lead-in times required to bring forward some larger sites for development.	For clarity/accuracy
107	Option H1a	Delete text	<p>Delete: Option H 1a</p> <p>Housing Targets and Phasing</p> <p>Rejected Options</p> <p>The Council believes that a lower requirement, including one based purely around the interim household growth projections, would be inappropriate for the following reasons:</p> <ul style="list-style-type: none"> • further population decline and the growing imbalance between working age and retired people would be more likely to continue; • social housing needs and the demand for market housing may not be satisfied over the plan period; and • it would be less conducive to supporting economic growth and regeneration aspirations. <p>Advocating a higher requirement, such as that previously set out in the Regional Strategy (340 dwellings per annum net), would be unrealistic for the following reasons:</p> <ul style="list-style-type: none"> • it may not be achievable given the indicative historic development 	Option deleted for publication. Policy has been amended to take account of proposed approach.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>capacity and could result in a counterproductive oversupply of housing land which would undermine the development viability of some sites, and the strategic delivery of the plan;</p> <ul style="list-style-type: none"> • it is more likely to present difficulties in maintaining a deliverable five-year housing supply, which could result in more unplanned development in less sustainable greenfield locations; and • it may be difficult to justify, through the plan-making process, a further increase on top of what is proposed bearing in mind the relatively limited projected growth in household numbers. 	

Policy H3 Housing Allocations

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
112	H3 policy text	Table added	The updated allocations table has been moved from the supporting text into the policy box	In response to reps #1195 and #903.
112	H3 policy text	Policy Wording	Housing site allocations are required in order to the housing site allocations set out below are required in order to:	To sync with the inclusion of the allocations table in the policy text
112	Policy H3 (a).	Policy Wording	2014-2029 '2015-2030'	To reflect the changed plan period.
113	H3 6.29	Text deleted	The balance of the requirement will be met on the preferred allocations set out at Table 6.	Superfluous
	H3 6.31	Text amended	The phasing of sites seeks to achieve a balance of supply across the plan period and in terms of: development types; broad locations; site size; any identified delivery constraints; and whether there is planning consent and detailed proposals in place. The phasing of sites is indicative rather than restrictive and seeks to demonstrate that a consistent and balanced housing supply can be achieved across the plan period and between different areas of the borough. Site delivery assumptions also reflect the scale of development and site characteristics, any identified delivery constraints and whether there is planning consent and detailed proposals in place.	To further explain and justify the rationale for phasing.
	H3 supporting text	Text added	The above allocations are identified in addition to the supply from ongoing major residential developments and 'small windfall' sites, as	To reflect changed structure of text and

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			shown in Table 6 below.	in recognition of small windfall contributions.
	H3 6.32	Text deleted	Justification for the preferred sites, estimated housing yield and site delivery is set out in the site specific policies below and in more detail in the supporting housing background evidence paper.	Superfluous.
	H3 Table 5	Table updated and amended	Becomes Table 6.	In response to reps #1195, #903 and #344.
	H3 supporting text	Text added	The figures include an allowance for completions on 'small windfall' sites (schemes providing fewer than 10 additional dwellings) based on recorded outstanding commitments. Windfall completions - on large as well as small sites - can fluctuate and are difficult to predict over the long term, but they are nonetheless an important source of supply and will continue to come forward over the plan period.	In response to rep #285 re. small windfall contributions

Policy H3.1 Marske Inn Farm Strategic Site

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
116	H3.1 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and projected completion figures adjusted accordingly.	To reflect changed timescales for plan adoption.
116	H3.1 (a)	Text deleted	mixed-use	To reflect primacy of residential development and ancillary uses.
116	H3.1 (c)	Text amended	a well-designed and co-ordinated development which successfully integrates land uses within and adjacent to the site and creates a safe and high quality living environment, taking into account the impact of development on the landscape and settlement character ;	To ensure the proposed development is in keeping with the character of the adjacent built-up area.
116	H3.1 (g)	Text amended	significant provision of appropriate and highly accessible community green spaces within the site and, potentially, contributions to enhance local off-site facilities; provide multi-functional, highly accessible and well-overlooked community green space within the site core and, potentially, contributions to enhance local off-site facilities;	To promote the creation of highly quality on-site public green space which can meet a range of needs.
116	H3.1 (i)	Text amended	archaeological investigation and adequate boundary treatments to achieve separation from the Scheduled Monument at Hall Close; prior archaeological investigation within and adjacent to the Scheduled Monument at Hall Close and an appropriate scheme which protects and integrates the archaeological area within the proposals;	In response to comments from archaeological conservationists (reps. 652 and 771)..
122	H3.3 Policy Box	Additional policy	the preparation and implementation of a travel plan to encourage	In response to consultation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
		criterion	more sustainable travel modes, having regard to Policy TA2;	representations and in accordance with Policy TA2.
	H3.1 supporting text	Text amended	<p>The scale of the proposals will necessitate the provision of significant areas of usable green space and, potentially for off site contributions for some types of space. Quantitative open space requirements and financial contributions should be determined in accordance with Policy N3. Public green spaces should be well overlooked and in strategically accessible locations so they provide a communal focal point along with any built community facilities.</p> <p>The scale of the development will necessitate the on-site provision of significant public green space and, potentially, off-site contributions for some types of space. Formal green space should be well-designed and in a highly accessible, prominent and safe location so it is capable of a meeting a range of recreational needs and provides a communal focal point along with built facilities. Quantitative open space requirements and financial contributions should be determined in accordance with Policy N3.</p>	To support the policy changes at H3.1 (g)
	H3.1 supporting text	New paragraph	<p>The Scheduled Monument located to the north-east of the site at Hall Close is the site of Marske Hall. The required archaeological investigation should take in part of the development site immediately to the west of the Scheduled Monument in the event that there are valuable artefacts also present in this area.</p> <p>Any subsequent development proposals should be designed in such a way as to appropriately incorporate the Scheduled Monument in order to promote a distinctive scheme which reflects and safeguards the archaeological value of the site.</p>	To support the policy changes at H3.1 (i)

Policy H3.2 Low Grange Strategic Site

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
119	Title, policy and supporting text	Site Name Changed	Low Grange Farm Strategic Site.	Clarity.
	H3.2 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	H3.2 (d)	Text correction	subject to a transport assessment, the construction of vehicular accesses from the A1085 Trunk Road and Church Lane; subject to a transport assessment, the construction of vehicular accesses from the A1085 Trunk Road and North Loop Road ;	In response to rep # 539.
	H3.2 (f)	Text amended	ground investigation to assess any contamination and remediation relating to historic residential and industrial uses on part of the site and at locations nearby; ground investigation and comprehensive risk assessment to assess any contamination and remediation relating to historic residential and landfill uses on part of the site;	In response to Environment Agency comments (rep # 712).
	H3.2 Policy Box	Additional policy criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In accordance with Policy TA2 and to reflect national planning guidance.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	H 3.2 supporting text	New Paragraph	Northerly parts of the site are previously developed, including landfill operations undertaken towards the northwest corner some 30-35 years ago. Ground investigation and comprehensive risk assessment are required in terms of the latter to monitor any landfill gas migration.	To clarify the policy changes at H3.2 (f).
121	6.52	Text amended	<p>The recent retail development at Low Grange incorporated a sustainable urban drainage system (SUDS) and it is anticipated that a similar approach will be required for the residential element.</p> <p>The recent retail development at Low Grange Farm incorporated a sustainable urban drainage system (SUDS) and it is anticipated that this will be required for the residential element. Consideration of SUDS solutions should investigate the potential for watercourse de-culverting as such an approach could promote the restoration of natural habitats and biodiversity.</p>	In response to Environment Agency comments (rep # 712).

Policy H3.3 Swan's Corner, Nunthorpe

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
122	H3.3 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
122	H3.3 Policy Box	Additional policy criterion	achieving development which respects the character and enhances the appearance of the area, having regard to any potential impact on the setting of Upsall Hall;	In response to comments from English Heritage (rep # 804).
122	H3.3 Policy Box	Additional policy criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In response to consultation representations and in accordance with Policy TA2.

Policy H3.4 Gypsy Lane, Nunthorpe

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
124	H3.4 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
124	H3.4 (g)	Criterion amended	incorporate an appropriate landscaping scheme throughout the site, including adequate screening along the western boundary with the railway, the retention of hedgerows where possible incorporate an appropriate landscaping scheme throughout the site, including adequate screening along the western boundary with the railway, the retention of hedgerows where possible and planting along the northern boundary to minimise any impact on views from Ormesby Hall;	Following heritage assessment undertaken in response to rep # 803.
124	H3.4 Policy Box	Criterion added	retaining and where possible enhancing the setting of the Grade-II listed boundary stone within the site boundary;	Following heritage assessment undertaken in response to rep # 803.
124	H3.4 Supporting Text	New text	Outline planning consent for 10 dwellings was granted in March 2014 (application ref. 2013/0765/OOM).	To update planning status.

Policy H3.5 Morton Carr Lane, Nunthorpe

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
126	H3.5 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	H 3.5 (c)	Text added	public green space requirements in line with Policy N3, the establishment of a deep woodland buffer and a landscaping scheme throughout the site;	Omission.
	H3.5 Policy Box	Additional policy criterion	preparation of a transport assessment to consider the cumulative impact of development on the wider local highway network;	In response to consultation representations and in accordance with Policy TA2 and national policy.
	H3.5 Policy Box	Additional policy criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In response to consultation representations and in accordance with Policy TA2 and national policy.
	H3.5 Supporting Text	New paragraph	Although the indicative level of development is relatively modest, the proposals will contribute to the significant cumulative level of development in the immediate area and will impact directly on the principal road network at Guisborough Road. Therefore a transport assessment and travel plan are required in accordance with national planning guidance and Policy TA2.	To support and clarify additional policy criteria.
	H3.5 Supporting Text	New paragraph	To support the retention of natural assets, proposals should seek to incorporate and improve some of the young woodland and developed hedgerows as part of the integral open space, woodland buffer and landscaping.	Following advice of subsequent Stage 1 Ecology Report.

Policy H3.6 Longbank Farm, Ormesby

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
128	H3.6 Policy Box	Text amended	<p>Land at Longbank Farm, Ormesby (21.2ha) is allocated for development of up to approximately 320 dwellings and open space uses including a substantial landscaped buffer in the east of the site. The residential element of the scheme should occupy no more than 50% of the land area and achieve an indicative overall density of 30 dwellings per hectare. Indicative housing delivery is phased as follows:</p> <p>Land at Longbank Farm, Ormesby (21.2ha) is allocated for the limited development of up to approximately 225 dwellings and open space uses including a substantial landscaped buffer in the east of the site. The residential element of the scheme should be focussed on western parts of the site, with development minimised in more environmentally-sensitive areas, and achieve an indicative overall density of 30 dwellings per hectare. Indicative housing delivery is phased as follows:</p>	To more accurately reflect policy aspirations for the site.
	H3.6 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	H3.6 Policy Box	Additional policy criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In response to consultation representations and in accordance with Policy TA2 and national planning guidance.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	H3.6 (c)	Criterion amended	<p>a well-designed residential scheme which is fully integrated with the adjacent housing and promotes a 'softening' of the urban edge within the landscape;</p> <p>a well-designed residential scheme which is well integrated with the adjacent housing and promotes a 'softening' of the urban edge within the landscape with development focused on the west of the site, including the area occupied by the farm buildings;</p>	<p>To strengthen policy in order to promote a more coherent and sustainable form of development.</p> <p>The inclusion of a service corridor wayleave along the western boundary (crit. k.) may restrict the potential to 'fully' integrate the development with existing housing.</p>
	H 3.6 (e)	Criterion amended	<p>avoiding restricting development within the higher and more environmentally-sensitive parts of the site and minimising disturbance to wildlife areas within and adjacent to the site;</p>	<p>Some development will need to take place on higher parts of the site, including access.</p>
		Criterion added	<p>undertake a flood risk assessment and incorporate an appropriate sustainable urban drainage scheme within the development;</p>	<p>In response to representations from local residents.</p>
	6.73	Word inserted	<p>Subject to overcoming access constraints, sensitive residential development at this location provides an opportunity to achieve a high quality extension to the housing area east of Ormesby Bank linked to significant environmental and landscape improvements. The site is within 1km of Nunthorpe schools and sixth-form college and 500m from a major bus route into Middlesbrough.</p>	<p>To support policy in order to promote a coherent, sensitive and sustainable form of development.</p>
	6.76	Para. amended	<p>The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife</p>	<p>To support policy in order to promote a coherent, sensitive and sustainable form of</p>

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>Corridor under Policies N1 and N4 respectively, so any development should be strictly limited in that area.</p> <p>The site is in a highly visible hillside location and is adjacent to important natural areas. Hence only partial development is supported, predominantly at the western end, with the eastern part of the site to be largely given over to establishing a landscaped woodland buffer. In addition to minimising negative environmental impacts, such an approach will also promote sustainability by concentrating development close to existing housing and services. The higher southern part of the site is designated as a Sensitive Landscape Area and Local Wildlife Corridor under Policies N1 and N4 respectively, so any residential development should be strictly limited in that location. Although on the periphery of the Eston Hills and remote from the designated historic landscape area, higher parts of the site, and lower parts immediately beyond the existing housing, form part of the Eston Hills landscape tract identified in the Council's Landscape Character Assessment (2006).</p>	development.
6.77		Para. amended	<p>Although development will extend the housing area along the hillside, it will also provide an opportunity to 'soften' the harsh urban edge established by earlier development, thereby complementing the wooded landscape to the east and enhancing the quality of the residential environment. The site is on the periphery of the Eston Hills escarpment and is remote from the designated historic landscape area.</p> <p>The proposals would extend the housing area along the hillside, but would also provide opportunities to 'soften' the harsh urban edge established by earlier development, logically round-off the built-up area east of Ormesby Bank, complement the wooded landscape to the east, visually enhance the landscape and effectively extend the 'green finger' provided by the green wedge to the north of the A174.</p>	To support policy in order to promote a coherent, sensitive and sustainable form of development.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	6.78	Text amended	<p>To blend in with the existing residential area, proposals should promote continuity with earlier development in terms of house types, building lines and layout through, as appropriate, the provision of single-storey dwellings on higher parts of the site and the inclusion of the farmstead within the development.</p> <p>To blend in with the existing housing, proposals should promote continuity in terms of house types, building and roof lines, materials and layout including, as appropriate, the provision of single-storey dwellings on higher parts of the site. In order to promote containment and cohesion, the development should incorporate the farm buildings and immediate grounds.</p>	To support policy in order to promote a coherent, sensitive and sustainable form of development.

Policy H3.7 Spencerbeck Farm, Ormesby

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
131	H3.7 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
131	6.81	Additional text	This is a brownfield site is in a highly sustainable location adjacent to a main bus route with frequent connections to Middlesbrough and within 500m of local primary and secondary schools and 1km of Normanby local centre. Detailed planning permission was granted in June 2013 for 41 dwellings, including the clearance of 20 existing properties (application reference R/2011/0589/FFM), including affordable housing provision. The SHMA has identified a need for smaller affordable properties in the south of Greater Eston.	For accuracy.

Policy H3.8 Normanby Hall

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
132	H3.8 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
132	H3.8 (f)	Word added	detailed tree, ecological, building and archaeological surveys and adherence to recommendations emerging from them;	Following advice of subsequent Stage 1 Ecology Report.
133	6.89	Text added	A detailed drainage investigation is required as a partly culverted watercourse, Middle Gill, crosses the site in a north-westerly direction. There are three drainage channels entering the site at different points, two of which appear to discharge into Middle Gill which may also provide a valuable wildlife corridor between the urban area and the Eston Hills. Development should therefore be carefully controlled in order to avoid this area and proposals should seek to improve Middle Gill through de-culverting and consider its function in the sustainable management of surface water.	Following advice of subsequent Stage 1 Ecology Report.

Policy H3.9 Former Redcar & Cleveland Town Hall and Adjacent Land

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
134	H3.9 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
134	H3.9 Policy Box	Additional policy criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In response to Highway's Agency comments and to reflect the scale of development..

Policy H3.10 Former Redcar Adult Education Centre

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
136	H3.10 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
136	H3.10 (g)	Text added	acceptable vehicular access from Corporation Road; subject to a transport assessment, acceptable vehicular access from Corporation Road and any off-site requirements;	To reflect proposed scale of development
136	H3.10 Policy Box	Criterion added	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	To reflect proposed scale of development

Policy H3.11 St. Hilda’s Church, Redcar

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
138	H3.11 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase.	To reflect changed timescales for plan adoption and comments from prospective developer.

Policy H3.12 Bylands Close, Redcar

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
140	H3.12 Policy Box	Text amended	Estimated dwelling yield increased from 40 to 64 .	As per recently submitted layout.
140	H3.12 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase and revised yield	To reflect changed timescales for plan adoption and recent site proposals which are subject to HCA funding bid.
140	H 3.12 (c)	Criterion removed	off-site contribution towards open space improvements in accordance with Policy N3;	The proposal is for a small-scale self-contained extra-care specialist housing scheme and as such any impact on external open space requirements is likely to be negligible.
141	6.113	Text amended	Estimated dwellings increased from 40 to 64 .	As per recently submitted layout.

Policy H3.13 Connexions Campus (South), Redcar

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
142	H3.13 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	H 3.13 (c)	Criterion deleted	'prior completion of the current Wheatlands Chase development'	In response to comment # 731 and in order to provide a continuous and flexible housing supply.
	H 3.13 (f)	Criterion amended	subject to a transport assessment, achieving satisfactory access via the Wheatland Chase site; subject to a transport assessment, achieving satisfactory vehicular access to the site;	In response to comment #731 and following discussion with RCBC highways engineers.
	H 3.13 Policy Box	Additional criterion	The preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2.	To reflect the proposed scale of development.
	6.117	Para. amended	The redevelopment of the northern end of the Connexions Campus site for 158 dwellings has commenced (the 'Wheatlands Chase' development). It is anticipated that residential development on the remainder of the site, the former playing field, will follow on from this. The redevelopment of the northern end of the Connexions Campus site for 158 dwellings (the 'Wheatlands Chase' development) has commenced and is progressing well. It is therefore anticipated that residential development on the remainder of the site will proceed in due course.	In response to comment # 731 and in order to provide a continuous and flexible housing supply.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	6.118	Text deleted	The site is in a sustainable location adjacent to a main bus route into Redcar, opposite the Ings neighbourhood centre and within 500m of primary and secondary schools. The site abuts an area of higher value, lower density detached properties at Wheatlands Park and its location therefore presents an opportunity to improve the housing offer in the borough, particularly by increasing the stock of detached properties, for which provision is limited in Redcar.	To emphasise the significance of this site in terms of housing mix in Redcar.
		New para	The site abuts an area of higher value, lower density detached properties at Wheatlands Park and its location therefore presents an opportunity to improve the residential offer, particularly by increasing the stock of larger detached properties, the supply of which is relatively limited in Redcar. This will help to provide a broader and more balanced mix of market housing proposed through the plan and on existing sites.	To emphasise the significance of this site in terms of housing mix in Redcar.
	6.121	Text amended	Subject to a transport assessment, it is anticipated that access will be achieved by extending the estate road serving Wheatlands Chase. Subject to a transport assessment, it is anticipated that access will be achieved by extending the estate road serving the Wheatlands Chase development and / or providing a separate access with Redcar Lane.	In response to comment #731 and following discussion with RCBC highways engineers.
	6.122	Text amended	To achieve a well-designed scheme, proposals should be well-related to adjacent developments and should include the following: <ul style="list-style-type: none"> • strong physical integration with the Wheatlands Chase development to achieve a logical extension to the residential area, potentially including road access; • an appropriate mix of housing which complements the ongoing development with larger detached properties to be focused towards the southern end of the site to reflect the lower density development at the adjacent Wheatlands Park; 	To further clarify policy aspirations for the site and its potential. In response to comment #731 regarding open space provision.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<ul style="list-style-type: none"> • frontage onto Redcar Lane, following the building line to be established by the Wheatlands Chase development; • adequate separation from the electricity substation and sea Cadets hut on the northern edge of the site; and • subject to further assessment, community green space which is easily accessible and well overlooked with properties facing onto it to promote passive surveillance. • larger detached properties to be focused towards the southern end of the site to reflect the lower density development at the adjacent Wheatlands Park. 	

Policy H3.14 Land Adjacent Rye Hills School, Redcar

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
144	H3.14 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	6.126	Text amended	<p>The site is relatively small and has an irregular configuration. Redevelopment is therefore unlikely to present any capacity issues and it would be appropriate to seek an off-site contribution towards improving the quality of local spaces.</p> <p>The site is relatively small, with an irregular configuration and the proposed scale of development is modest. It would therefore be appropriate to seek an off-site contribution towards improving the quality of existing spaces.</p>	For clarity.

Policy H3.15 Land adjacent Newcomen School

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
146	H3.15	Allocation deleted	Policy and supporting text deleted	Site is under development.

Policy H3.16 Land Adjacent Errington School, Marske

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
147	H3.16	Allocation deleted	Policy and supporting text deleted	Site is under development.

Policy H3.17 Wilton Lane, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
149	H3.17 Policy Box	Text Amended	Land at Wilton Lane, Guisborough (0.3ha) is allocated for the development of approximately 15 eco-homes , phased as follows: Land at Wilton Lane, Guisborough (0.3ha) is allocated for the development of approximately 14 dwellings , phased as follows:	To reflect planning permission granted in March 2014.
149	H3.17 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase and revised yield	To reflect changed timescales for plan adoption and recent site proposals which are subject to HCA funding bid.
149	H3.17 Policy Box	Table amended	Estimated dwelling yield reduced from 15 to 14 .	To reflect planning permission granted in March 2014.
149	H3.17 b).	Criterion removed	on-site affordable housing provision in accordance with the requirements of Policy H4;	To reflect planning permission granted in March 2014.
149	H3.17 c).	Criterion removed	an off-site contribution towards local open space improvements in accordance with Policy N3;	To reflect planning permission granted in March 2014.
149	6.139	Text removed	The Council has identified the site as having the potential to deliver highly sustainable eco-homes, following on from the success of the eco-village scheme at South Bank. The developer will therefore be expected to deliver homes with eco credentials.	To reflect planning permission granted in March 2014.
149	6.140	Text removed	Affordable housing should be provided on-site in accordance with Policy	To reflect planning permission

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			H4. The Tees Valley SHMA (2012) has identified a need for predominantly smaller, affordable properties in Guisborough.	granted in March 2014.
150	6.141	Text removed	As the site was previously developed, it will be necessary to undertake ground investigation works and any required remediation prior to development.	To reflect planning permission granted in March 2014.
		New text	Detailed planning permission was granted for 14 dwellings in March 2014 (application reference 2013/0858).	To reflect planning permission granted in March 2014.
		New text	The planning consent is subject to meeting several conditions, including ground investigation and remediation requirements and incorporating a sustainable urban drainage system within the development.	To reflect planning permission granted in March 2014.

Policy H3.18 Jackson's Field, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
151	H3.18 Policy Box	Amended text	Housing yield increased from 73 to 85 .	To reflect detailed planning consent granted in March 2014.
151	H3.18 Policy Box	Amended table	Housing yield increased from 73 to 85 .	To reflect detailed planning consent granted in March 2014.
151	H3.18 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase and revised yield	To reflect changed timescales for plan adoption.
151	H3.18 Policy Box	Criterion added	f). the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	To reflect detailed planning consent granted in March 2014.
151	6.144	Text amended	Outline planning permission for residential development has been granted (application ref. R/2011/0931/OOM) and this is reflected in the dwelling estimate, delivery phasing and policy criteria stated above. It is anticipated that a reserved matters application will be submitted in the near future. Detailed planning permission was granted for 85 dwellings in March 2014 (application reference 2014/0241).	To update planning status.
152	6.145	Text deleted	Locally, surface water drainage problems have previously been experienced and the site functions as a natural sink to assist the drainage process. Any proposals should therefore incorporate a comprehensive surface water drainage scheme to ensure that development would not increase run-off from the site.	To reflect detailed planning consent granted in March 2014.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
152	6.147	Text deleted	As the site was historically used as allotments, a ground investigation should be undertaken and any necessary remediation completed prior to development. Similarly, and in order to safeguard any important hedgerows, proposals should also be supported by an ecological assessment to ensure that development would not damage the habitat of any protected species.	To reflect detailed planning consent granted in March 2014.
152	6.148	Text deleted	The landscaping scheme should include a peripheral buffer to provide screening from allotment uses abutting the western boundary and to achieve adequate separation from properties on Rectory Lane in the interests of residential amenity.	To reflect detailed planning consent granted in March 2014.
		New paragraph	The planning consent is subject to meeting a range of conditions, including ground investigation and remediation requirements, a sustainable urban drainage system, a comprehensive landscaping scheme and the implementation of ecological mitigation measures.	To reflect detailed planning consent granted in March 2014.

Policy H3.19 Middlesbrough Road, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
153	H3.19 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase.	To reflect changed timescales for plan adoption.

Policy H3.20 Former Chaloner Primary School

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
155	H3.20	Allocation deleted	Policy and supporting text deleted	Development has commenced.

Policy H3.21 Former Luke Senior House, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
156	H3.21 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and delivery moved forward into first phase.	To reflect changed timescales for plan adoption and recent site proposals which are subject to HCA funding bid.
156	H3.21 (c)	Criterion removed	off-site contribution towards open space improvements in accordance with Policy N3;	The proposal is for a small-scale self-contained extra-care specialist housing scheme and as such any impact on external open space requirements is likely to be negligible.

Policy H3.22 Enfield Chase, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
158	H3.22 Policy Box	Text amended	Dwelling yield increased from 30 to 39 .	As per outstanding planning application.
158	H3.22 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and dwelling yield increased from 30 to 39 .	To reflect changed timescales for plan adoption and outstanding planning application.
158	H 3.22 (c)	Criterion removed	off-site contribution towards open space improvements in accordance with Policy N3;	To reflect planning application
158	H 3. 22 (f)	Criterion amended	a detailed ecological survey to identify any biodiversity value and implementation of any required mitigation implementation of measures identified in the ecological survey accompanying the recent planning application for the site	To reflect planning application
159	6.165	Text deleted	This part of Guisborough has experienced surface water drainage problems. As this is a greenfield site (along with the adjacent preferred site at Jackson's Field), the proposals should be supported by a surface water management plan to ensure that development does not result in increased run-off.	To reflect planning application
159	6.166	Text deleted	As the site is greenfield land it has the potential to have some biodiversity value. Any proposals should therefore be supported by an	To reflect planning application

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			ecological survey to identify any biodiversity interest on the site and completion of any required mitigation measures.	
	H3.22 Supporting Text	New Paragraph	A detailed planning application for 39 dwellings (ref. 2014/0128) was approved subject to Section 106 affordable housing requirements in May 2014.	To reflect changes.

Policy H3.23 Pine Hills, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
160	H3.23 Policy Box	Text amended	<p>Land to the West of Pine Hills, Guisborough (6.65ha) is allocated for approximately 100 executive-style residential dwellings to be developed at an overall density of up to 20 dwellings per hectare and phased as follows:-</p> <p>Land to the West of Pine Hills, Guisborough (6.65ha) is allocated for approximately 188 dwellings, to be delivered as follows:</p>	As per prospective planning consent.
160	H3.23 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and dwelling yield increased from 400 to 188 and brought forward into delivery phases 1 and 2.	To reflect changed timescales for plan adoption and prospective planning consent.
	H 3.23 (a)	Criterion amended	<p>residential development of outstanding quality, entirely comprising executive-style detached dwellings to be developed in accordance with Policy H2;</p> <p>an appropriate mix of housing types including a significant proportion of detached family dwellings;</p>	To reflect prospective planning consent, which is for a mix of housing including a significant proportion of detached dwellings.
	H 3.23 (b)	Criterion amended	<p>off-site affordable housing contribution in accordance with Policy H4;</p> <p>on-site affordable housing contribution as required under Policy H4;</p>	To reflect prospective planning consent which proposes on-site affordable housing provision.
	6.170	Text deleted	The Council believes that this site offers a suitable location for lower density, executive-style housing which will improve the overall housing offer in the borough and help to meet the need for higher value and	To reflect prospective planning consent, which is for a mix of housing including a significant

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			detached dwellings as identified in the SHMA.	proportion of detached dwellings.
	6.171	Text deleted	In order to deliver an executive-style housing scheme, it is expected that affordable housing requirements should be met off-site.	To reflect prospective planning consent which proposes on-site affordable housing provision.
	H3.23 Supporting Text	New Paragraph	A detailed planning application for the development of 188 dwellings, including a significant proportion of detached properties, on-site affordable housing provision, public open space and landscaping was submitted in September 2013 (application ref. 2013/0651).	To reflect prospective planning consent
	H3.23 Supporting Text	New Paragraph	The proposals were granted approval in January 2014 subject to a Section 106 developer contributions agreement and are supported by the requisite technical surveys, including transport, landscape and ecological assessments.	To reflect prospective planning consent

Policy H3.24 Galley Hill Farm, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
162	H3.24 Policy Box	Text amended	<p>Land at Galley Hill Farm, Guisborough (15.3ha) is allocated for residential development for approximately 350 dwellings, phased as follows:</p> <p>Land at Galley Hill Farm, Guisborough (15.3ha) is allocated for residential development for approximately 328 dwellings, to be delivered as follows:</p>	As per planning consent.
162	H3.24 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and dwelling yield amended from 350 to 328 .	To reflect changed timescales for plan adoption and planning consent.
163	6.177	Text deleted	Outline planning consent for approximately 350 dwellings was granted on appeal in September 2013 (planning application reference R/2012/0617/OOM; appeal reference APP/V0728/A/13/2190009).	Superseded by detailed permission
	H3.24 Supporting Text	New Paragraph	In March 2014, detailed proposals for the development of 328 dwellings comprising a mix of house types, including larger detached properties and affordable tenures, together with public open space, landscaping and an ecological enhancement area, were granted consent following a successful appeal against the refusal of an outline application. The proposals also include off site educational and leisure provision contributions through a Section 106 agreement and are supported by the requisite technical surveys, including transport,	To update and clarify planning situation.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			landscape and ecological assessments.	

Policy H3.25 Whitby Avenue Field, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
164	H3.25 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
164	H 3.25 (a)	Text amended	adjoining Guisborough	For accuracy.
165	6.188	Text added	The existing access to the site from Belmangate is considered to be unsuitable to support the level of development proposed. Vehicular access will therefore need be gained from Butt Lane, supported by environmental and landscape enhancements in order to mitigate any adverse impact on and to improve the appearance of the Conservation Area, including where possible the retention and reinstatement of hedgerows.	Following heritage assessment undertaken in response to comments from English Heritage. (rep # 765).

Policy H3.26 Church Hill

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
166-167	H3.26	Allocation deleted	Policy and supporting text deleted.	Development has commenced.

Policy H3.27 Home Farm, Skelton

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
168	H3.27 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30 and indicative yield increased accordingly.	To reflect changed timescales for plan adoption.
169	6.199	Text added	The site is located within Skelton Conservation Area and adjacent to the Grade II* Listed All Saints Church. Furthermore, in the Conservation Area Appraisal, Home Farm was included within the most important group of buildings. It is therefore imperative that the scheme is designed to a high standard and at an appropriate a scale which respects the setting of the listed building and preserves and enhances the character and appearance of the Conservation Area and any heritage assets within it, including through the retention and re-use of the historic farm buildings. Proposals will need to be supported by a full historic buildings survey.	Following heritage assessment in response to comments from English Heritage (rep # 772).

Policy H3.28 Stanghow Road, Skelton

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
170	H3.28 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.

Policy H3.29 Former Saltburn Junior School

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
171	H3.29 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.

Policy H3.30 Kilton Lane, Brotton

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
173	H3.30 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.
	H3.30 (g)	Criterion removed	<i>a financial contribution towards additional cemetery provision within Brotton;</i>	In response to comments in rep # 361.
		New criterion	the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA2;	In accordance with Policy TA2 and national planning guidance.
	6.219	Text deleted	A financial contribution towards additional burial space within Brotton is required as the existing cemetery is nearing capacity.	In response to comments in rep # 361.

Policy H3.31 Former Rosecroft School, Loftus

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
175	H3.31 Policy Box	Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.

Policy H3.32 Hummersea Hills (Phase II)

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
177	H3.32	Allocation deleted	Policy and supporting text deleted	Development has commenced.

Policy H3.33 Low Cragg Hall Farm, Carlin How

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
178	H3.33 Policy Box	Text amended	Changed from Cragg Hall Farm to Low Cragg Hall Farm	Correction.
178		Table amended	Delivery period updated from 2014/15-2028/29 to 2015/16-2029/30.	To reflect changed timescales for plan adoption.

New Policy H3.8 Ellerbeck Way, Ormesby

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
n/a	n/a	New Policy	Policy and text relevant to allocation at Ellerbeck Way, Ormesby	Additional housing allocation.

New Policy H3.11 Land Adjacent Barnaby House, Eston

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
n/a	n/a	New Policy	Policy and text relevant to Land Adjacent to Barnaby House, Eston	Additional housing allocation.

New Policy H3.17 Wykeham Close, Redcar

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
n/a	n/a	New Policy	Policy and text relevant to allocation at Wykeham Close, Redcar	Additional housing allocation.

New Policy H3.26 Former Jewson’s Site, Guisborough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
n/a	n/a	New Policy	Policy and text relevant to allocation at Wykeham Close, Redcar	Additional housing allocation.

New Policy H3.31 Kiltondale Site, Brotton

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
n/a	n/a	New Policy	Policy and text relevant to Kiltondale Site, Newbury Road, Brotton	Additional housing allocation.

Policy H4 Affordable Housing

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
180	H4 policy text	Text added	In determining the type and size of affordable housing to be provided, the Council will have regard to the findings of the Tees Valley Strategic Housing Market Assessment (or other documents which supersede the SHMA) and meeting the needs of single people, families, older people and people with support needs within the housing mix.	In response to comment DLP1216 and to ensure sufficient flexibility in the policy.

Policy H5 Sub-division and conversion of buildings to residential uses

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
183	H5 Policy	Add criteria to policy	d) the development will not give rise to conditions prejudicial to highway safety by reason of additional traffic generation	In response to Highways Agency comment DLP938

Policy H6 Houses in Multiple Occupation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
186	Policy H6 paras 6.248 and 6.249, and Options H6a and H6b	Delete paragraphs and alternative options text boxes	Delete paragraphs and options text boxes.	These alternative options have now been rejected and do not form part of the Local Plan.

Policy H7 Gypsy, Traveller and Travelling Showpeople Accommodation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
188	Paragraph 6.253	Amend text	Add/Delete: To identify the future need for residential pitches for the plan period, the Council has applied an annual household growth rate of 3% (in accordance with the methodology of the TVGTAA) to the existing number of occupied pitches, which is thirteen. This identified a need for 21 pitches by 2029.	For clarity as site is temporarily closed for refurbishment.
188	Paragraph 6.254	Amend text	Delete: This has thirteen pitches all of which are currently occupied. There is also a warden's pitch and an adjacent area set aside for temporary pitches. Add: However, this site is currently closed for improvement works.	For clarity as site is temporarily closed for refurbishment.
188	After Paragraph 6.255	Add new paragraph	Add: As the Council's only designated site is currently closed for improvement works, the Council has assumed that the number of pitches occupied when reopened would thirteen, which is the same number of pitches which were occupied prior to the temporary closure. On this basis, the Council has identified a need for 21 pitches by 2030.	For clarity as site is temporarily closed for refurbishment and the plan period now extends to 2030.
188	Paragraph 6.256	Amend text	Delete: 2029 Add: 2030	For clarity as the plan period now extends to 2030.

7 Natural Environment

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
189	Para. 7.3	Add text	<p>Green infrastructure also provides an important contribution to the character of the borough and its historic environment, including conservation areas and views and vistas associated with historic estates. Open spaces may also be designated heritage assets, such as historic parks and gardens.</p>	DLP777 English Heritage

Policy N1 Landscape

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
190	Policy N1	Amend wording	High importance will be given to protecting the landscape setting, and scenic Beauty and special qualities of the North York Moors National Park, by ensuring inappropriate development that would result in a significant impact on these features does not take place within our plan area that new development does not harm these interests.	DLP469 North York Moors National Park (new wording agreed with National Park)
190	Policy N1	Amend wording	In Sensitive Landscape Areas, including the historic landscape of the Eston Hills, we will prioritise the retention of elements that make up the landscape character , in many cases with little intervention to change its this character	For clarity.
191	Supporting text N1, para. 7.4	Amend wording	...and the North York Moors National Park , which fringes part of the borough lies within, although this area is outside of the Local Plan area.	Wording changed to make clear that the National Park is within the Borough, although outside of the Plan area, in response to North York Moors National Park comments.
193	Supporting text N1, para. 7.16 , 7.17 and Option N1a and N1b	Delete supporting text and options textboxes	Alternative options considered were including a policy which restricts all development in Sensitive Landscape Areas. However, it was considered that this would be unduly restrictive as some limited development may be able to be accommodated without fundamentally damaging the area's character. Issues related to the Heritage Coast can sometimes be similar to other landscape considerations. For this reason it was decided to include the Heritage Coast within this policy. However, an alternative option could be to include a separate policy within the Local Plan covering the Heritage Coast.	Paragraphs and textboxes detailed alternative options which have been rejected and do not form part of the preferred Plan.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>Sensitive Landscape Areas</p> <p>Rejected option:</p> <p>A policy which restricts all development in Sensitive Landscape Areas.</p> <p>Heritage Coast</p> <p>Alternative option:</p> <p>A separate policy protecting only the Heritage Coast.</p>	

Policy N2 Green Infrastructure

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
195	Policy N2	Addition to policy	... and seek opportunities to improve the water environment.	Environment Agency comment DLP 718
195	Policy N2 a)	Deletion of text	Delete these from criterion 'a) strategic green infrastructure corridors within the borough and linking these to neighbouring areas, in accordance with the Tees Valley Green Infrastructure Strategy'.	For clarity
196	Policy N2	Amend text	Delete text: Where appropriate, the use of planning conditions, planning obligations and Section 106 agreements will be made to secure the provision and maintenance of green infrastructure. Add text: The Council will seek developer contributions towards green infrastructure in accordance with the requirements and standards set out in the Developer Contributions SPD.	For clarity
196	Supporting text para. 7.18	Addition to supporting text	Green infrastructure includes parks, open spaces, playing fields, woodlands, trees, allotments, ponds, public rights of way, private gardens, waterways and wetlands.	Environment Agency comment DLP713
196	Supporting text para. 7.19	Add text	Community involvement should be encouraged from the onset in the design, implementation and management of green infrastructure.	For clarity.
196	Supporting text	Add new paragraph after para. 7.19	Green infrastructure can facilitate water management by allowing space for water, providing sustainable soakaways, and reducing run-off. It can provide an alternative to hard engineering and can also help to improve water quality by reducing the impacts of diffuse pollution. Opportunities	Environment Agency comment DLP 718

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			should be sought to reduce flood risk by utilising green infrastructure for flood storage; provision of ponds or swales; the maintenance or restoration of riparian zones alongside river courses; and the planting of trees, rain gardens or green roofs to intercept rainfall.	
197	Supporting para. 7.25 and Option box N2a	Delete para. 7.25 and Option box N2a	<p>The types of green infrastructure protected by the policy were considered. We want to retain our approach of separating urban settlements from each other, and also the rural communities from the conurbation. The green wedge policy has been successful in achieving the former and strategic gaps the latter. We believe that it would be inappropriate to abandon this approach. We have assessed development sites and in some circumstances consider that limited development can be achieved through revising their extents without compromising the overall aims of the policies.</p> <p>Green Infrastructure</p> <p>Rejected option:</p> <p>Remove protection of green wedges and strategic gaps.</p>	Alternative options have been rejected and do not form part of the Local Plan.
197	Supportive text	Add new paragraph at end	Developer contributions may be required to increase the provision of or to enhance the green infrastructure network. Minimum standards for quantity and accessibility of green infrastructure will be set out in the Developer Contributions SPD. (Foot Note: The Developer Contributions SPD is being prepared in 2014), which will support the implementation of this policy. These standards are drawn from the Green Space Strategy as well as nationally recognised standards from Natural England and the Woodlands Trust. Where there is already sufficient provision to meet current needs, as well as those expected to arise from new development, this should be adequately demonstrated.	For clarity

Policy N3 Provision of Open Space and Leisure Facilities

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
198	Policy N3	Remove references to cultural and community facilities	<p>Provision of Open Space and Recreation Leisure and Community Facilities</p> <p>The Council will safeguard, enhance and, where appropriate, extend our network of open spaces, sport and recreation cultural and community facilities to meet community needs and enable healthy, active lifestyles...</p> <p>As part of housing developments, we will seek a contribution towards open space, sport and recreational and community facilities to serve and support the site. Where possible, provision should be made on-site, in accordance with the standards in the Planning Obligations Supplementary Planning Document, unless:</p>	DLP 433 Theatres Trust. Community facilities already covered by ED1 and Spatial Strategies.
198	Policy N3, criterion d)	Amendment to policy wording	d) to meet both current needs and those expected to arise from the development in terms of access, quality and quantity.	Clarification of application of policy in response to DLP546 Gladedale Estates, DLP524 Home Builders Federation Ltd. and DLP 644 Persimmon Homes Teesside.
198	Policy N3	Amendment to policy wording	Insert wording 'Where open space is not provided within the site, except under criterion d, ... '	Clarification of application of policy in response to DLP546 Gladedale Estates, DLP524 Home Builders Federation Ltd. and

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
				DLP 644 Persimmon Homes Teesside.
198	Policy N3	Amend policy wording	'...over a suitable time period of 10 year. '	Suitable time periods for different types of open space will be covered by the Planning Contributions SPD
199	Supporting text, para. 7.28 and 7.29	Amend text	<p>7.28 Minimum standards for quantity, quality and accessibility of the different types of open space, sport and recreational and community facilities will be set out in the forthcoming Planning Obligations Contributions Supplementary Planning Document (SPD), which will support the implementation of this policy. Further to more detailed expansion in the SPD, proposed standards have been included in Appendix 3 of this document for information. These standards are drawn from the evidence base</p> <p>7.29 Standards are drawn from evidence including the Playing Pitch Strategy (2011), the Green Space Strategy (2006), the Leisure Provision Strategy (2011) and the Leisure Needs Assessment (2007). A further piece of work will also be carried out to determine an appropriate standard for the provision of allotments within the borough. Nationally recognised standards for the provision of accessible natural greenspace and woodland have also been suggested.</p>	Standards are now covered in the Planning Contributions SPD DLP823 Sport England
199	Policy N3, para. 7.31	Delete text	An alternative option considered was the inclusion of open space, sport, recreational and community facilities minimum standards within policy N3. However, it was considered better to include standards within a separate SPD which could include more detailed guidance on the policy's implementation and could be more easily reviewed and updated, for example in response to changes in participation rates.	Delete text related to a rejected alternative option

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
199	Policy N3, para. 7.28 and 7.29	Amend text	<p>7.28 Minimum standards for quantity, quality and accessibility of the different types of open space, sport and recreational and community facilities will be set out in the forthcoming Planning Obligations Contributions Supplementary Planning Document (SPD), which will support the implementation of this policy. Further to more detailed expansion in the SPD, proposed standards have been included in Appendix 3 of this document for information. These standards are drawn from the evidence base</p> <p>7.29 Standards are drawn from evidence including the Playing Pitch Strategy (2011), the Green Space Strategy (2006), the Leisure Provision Strategy (2011) and the Leisure Needs Assessment (2007). A further piece of work will also be carried out to determine an appropriate standard for the provision of allotments within the borough. Nationally recognised standards for the provision of accessible natural greenspace and woodland have also been suggested.</p>	Standards are now covered in the Planning Contributions SPD
199-200	Supporting text 7.29 and Option N3a	Delete text and Option N3a	<p>7.31 An alternative option considered was the inclusion of open space, sport, recreational and community facilities minimum standards within policy N3. However, it was considered better to include standards within a separate SPD which could include more detailed guidance on the policy's implementation and could be more easily reviewed and updated, for example in response to changes in participation rates.</p> <p>Provision of Open Space and Leisure Facilities</p> <p>Alternative option</p> <p>To include minimum standards for the provision of open space, sport and recreational facilities within the Local Plan policy.</p>	Alternative option has now been rejected.

Policy N4 Biodiversity and Geological Conservation

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
201	Policy N4	Add text	the Tees Corridor, Teesmouth, and East Cleveland and Middlesbrough Beck Valleys opportunity areas.	For clarification
201	Policy N4	Amend policy	We will protect and preserve local, national and international priority species and habitats and promote their The preservation, restoration, re-creation and recovery of local, and national and international priority species and habitats will also be promoted.	DLP1238 RSPB DLP181 Tees Valley Wildlife Trust DLP315 Tees Valley Nature Partnership
201	Policy N4	Amend policy wording	... taking into account mitigation and compensation , the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects. Where appropriate a management plan will need to be prepared that sets out how the proposed mitigation and compensation measures will be achieved.	DLP1238 RSPB
201	Policy N4 b)	Add text	b) as a last resort , Appropriate Assessment...	DLP1238 RSPB comment
201	Policy N4	Amend text	In accordance with the relative importance of biodiversity and geodiversity sites, Development that is likely to have an adverse impact on nationally important SSSI sites, including broader impacts on the national network and combined effects with other development, will not normally be allowed. In accordance with the relative importance of biodiversity and geological sites , development adversely impacting on SSSIs, Local Sites or Local Nature Reserves will only be approved where:	DLP181 Tees Valley Wildlife Trust DLP315 Tees Valley Nature Partnership DLP1238 RSPB

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
201	Policy N4	Amend text	..ancient woodland and aged or veteran trees, will only be allowed in very exception circumstances where not be allowed unless the need for, and benefits of, the development in that location clearly outweigh the loss and development cannot be located elsewhere.	DLP 321 Woodlands Trust
201	Policy N4	Add text	Wildlife corridors and other habitat networks	DLP471 North York Moors National Park
201 and 203	Policy N4 and supporting text, Local Wildlife and Geodiversity Sites	Update terminology	Delete geodiversity sites and replace with geological sites	DLP317 Tees Valley Nature Partnership - to be consistent with Defra guidance
202	Supporting text, para. 7.33	Add text	It should also be ensured that development does not impact upon species protected by legislation.	DLP181 Tees Valley Wildlife Trust DLP315 Tees Valley Nature Partnership
202	Supporting text, para. 7.33	Add text	That is, the positive impacts of the development on biodiversity, such as on species composition, habitat structure or ecosystem services, should outweigh any loss. However, positive gains in species composition will not always be appropriate to outweigh any loss in diversity within a species, that is, a gain in one or more species may not compensate for diminishment of another.	DLP1238 RSPB comment
202	Supporting text, para. 7.33	Add text	Where as a last resort compensation is provided this should be local to the area of loss.	DLP189 John Dear
202	Supporting text para	Amend/add text	This has identified three four opportunity areas within the borough, the Tees	For clarification

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
	7.34		Corridor, Teesmouth, and East Cleveland and Middlesbrough Beck Valleys.	
202	Supporting text para.7.35	Amend supporting text	..local, and national and international priority species and habitats	DLP1238 RSPB
203	Supporting text, new paragraph after para. 7.35	Add new paragraph	Where the requirements of the Habitats Regulations are met, any sites secured as compensation for adverse effects on a Natura 2000 site will be given the same protection as European sites. Residential development would be unlikely to pass an IROP test, as it can be relocated.	DLP1238 RSPB
203	Supporting text, paragraph 7.39	Add text	'...and part of Pinkney and Gerrick Woods'	RSPB comment DLP1238
203	Supporting text, Local Wildlife and Geodiversity Sites, para 7.41	Insert text	<p>Local Sites can be Local Wildlife Sites (LWS) or Local Geological Sites (LGS). These are sites valued at a local level; they represent a range of habitats within the borough including woodland, scrub, marsh, moorland, meadows, grassland, cliffs and ponds.</p> <p>Local Wildlife Sites meet specific, objective criteria for nature conservation value. These criteria, which are based on Defra guidance, have been decided locally by the Tees Valley Local Sites Partnership, which includes representatives of all five Tees Valley local authorities and is responsible for the selection and designation of Local Sites. The Tees Valley RIGS (Regionally Important Geological Sites) group advises the Local Sites Partnership on the selection and management of Local Geological Sites.</p> <p>The Local Plan will continue to protect these sites and encourage and support opportunities to enhance them, including working with the Local Sites Partnership. The selection and designation of sites is an on-going</p>	DLP317 Tees Valley Nature Partnership

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			process and additional sites may be selected or de-selected throughout the Plan period. Designated Local Sites will be kept will be kept up to date on the on-line Proposals Map.	
203	Supporting text, Wildlife Corridors and Connectivity, after para.7.45	Add new paragraph after 7.45	The North York Moors National Park Management Plan identifies a number of strategic connections with the Plan area where there are opportunities to improve connections with the National Park.	DLP471 North York Moors National Park
204	Supporting text, new paragraph after 7.51	Add paragraph after 7.51	Watercourses The River Tees and our neighbourhood water courses also provide an important role as wildlife corridors. The biodiversity and habitat of water courses should be maintained and enhanced, and opportunities sought to improve the water environment. Opportunities to create wet woodlands for the benefit of flood risk mitigation, water quality improvement and enhanced biodiversity will also be supported.	DLP 719 Environment Agency comment

8 Historic Environment

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
205	Historic Environment, para. 8.3	Amend text	The borough contains some of the finest heritage assets...	DLP650, North East Archaeological Research, for clarity
205	Historic Environment, after para. 8.2	Insert new paragraph	A Heritage Asset is defined by the NPPF as: a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing). A Designated Heritage Asset is defined by the NPPF as: a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.	DLP650, North East Archaeological Research
205	Historic Environment, para. 8.1	Amend text	The historic environment is a term used to embrace all the historic aspects of our environment, as they includes all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. It includes archaeological sites, historic landscapes, standing buildings, parks and gardens, semi-natural environments such as wood, heath and moor, or historic land uses such as industry, farming, defence, communications and even tourism.	DLP650, North East Archaeological Research to clarify definition of historic environment
205	Historic Environment, para. 8.3	Delete text	These sites (and others) are of significant value locally, nationally and internationally	DLP650, North East Archaeological Research to clarify definition of historic

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
				environment
205	Historic Environment, para. 8.3	Amend text	...partners, in particular English Heritage including national agencies, to succeed.	DLP650, North East Archaeological Research
205	Historic Environment, after para. 8.3	Insert new paragraph after 8.3	Development proposals which affect the historic environment will need to sustain the borough's local distinctiveness and character by safeguarding, conserving and enhancing designated and undesignated heritage assets and their settings.	DLP650, North East Archaeological Research
205	Historic Environment, para. 8.3	Amend text	Therefore, we must take a collaborative approach working with heritage owners and other partners...	DLP779, English Heritage
205	Historic Environment, after para. 8.3	Insert new paragraphs after 8.3	<p>The Council will work proactively with owners of heritage assets to remove buildings, monuments and conservation areas from the Heritage at Risk register, encouraging sustainable reuse of buildings where appropriate, and sympathetic repair. We will work proactively with owners to minimise heritage assets becoming at risk. Where necessary the Council will use enforcement powers outlined in 'Stopping the Rot' to bring about repairs to heritage at risk, and consider and enforce Article 4 Directions to positively manage the historic environment in conservation areas. The Council will seek to introduce a buildings at risk register for Grade II listed buildings. We will support local communities seeking grant funding from external sources to encourage conservation.</p> <p>All of our Conservation Areas have up-to-date Conservation Area Appraisals which outline opportunities for enhancement. These appraisals will be kept under review and will be utilised to inform development and enhance conservation areas and heritage assets. At Kirkleatham we will investigate a strategic masterplan approach for the conservation led regeneration of the historic estate.</p>	<p>DLP779, English Heritage, to ensure conformity with NPPF</p> <p>DLP650, North East Archaeological Research</p>

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>We will seek opportunities to improve the historic environment, heritage assets and their settings, including the use of S106 agreements where appropriate. Development proposals which affect the historic environment will need to sustain the borough's local distinctiveness and character by safeguarding, conserving and enhancing designated and undesignated heritage assets and their settings.</p>	

Policy HE1 Conservation Areas

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
206	Policy NE1, criteria d and e	Add text	<ul style="list-style-type: none"> d. it is demonstrated that the structural condition of the building or structure prevents its repair; e. the building or structure makes no significant positive contribution to the architectural or historic character of the conservation area; 	DLP654, North East Archaeological Research Ltd
207	Policy NE1, para. 8.8	Add text	In many areas special 'Article 4 Directions' have been introduced to give extra protection. This means that in these areas even minor alterations, for example constructing a porch, replacing windows or re-roofing could require planning permission.	DLP345, Mr P Thomson

Policy HE2 Heritage Assets

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
209	Policy HE2 Heritage Assets, Alteration, Extension or Change of Use		Alteration, Extension or Change of Use of a Designated Heritage Asset	DLP650, North East Archaeological Research,
209	Policy HE2 Heritage Assets, Substantial harm or loss of a Designated Heritage Asset	Add text	Where a development will lead to substantial harm or total loss of a designated heritage asset, permission will not be granted unless it can be demonstrated that the harm or loss is significantly outweighed by the need to achieve substantial public benefits that cannot be met in any other way.	DLP781 English Heritage
209	Policy HE2 Heritage Assets, Substantial harm or loss of a Designated Heritage Asset	Amend text	Where a development will lead to substantial harm or total loss of a designated heritage asset, permission will not be granted unless it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss and significantly outweighed by the need to achieve substantial public benefits that cannot be met in any other way, or all of the following apply: In applying this test, the applicant will be required to demonstrate that: <ul style="list-style-type: none"> h. the nature of the designated heritage asset prevents all reasonable uses of the site; i. no viable use of the designated heritage asset can be found in the medium term that will enable its conversion; j. conservation by grant funding or some form of charitable or public funding is demonstrably not possible; and k. the harm or loss is significantly outweighed by the benefit of bringing the site back into use. 	DLP650, North East Archaeological Research, to ensure compliance with NPPF.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
210	Policy HE2 Heritage Assets, new sub-section	Insert new sub-section in policy	<p><i>Other harm to a Designated Heritage Asset</i></p> <p>Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, it will only be permitted where that harm is outweighed by the public benefits of the proposal, including securing its optimum viable use</p>	DLP650, North East Archaeological Research, to ensure compliance with NPPF.
210	Policy HE2 Heritage Assets, new sub-section	Insert new sub-section in policy	<p><i>Non-designated Heritage Assets</i></p> <p>Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be considered subject to the policies for designated heritage assets.</p> <p>In determining applications that would result in substantial harm or the total loss of a non-designated heritage asset or its setting, the applicant will be required to demonstrate that the benefits of the development would outweigh any harm or loss of the heritage asset, based on its significance.</p>	DLP650, North East Archaeological Research, to ensure compliance with NPPF.
210	Policy HE2 Heritage Assets, supporting text following policy	Insert new paragraph	<p>Heritage assets, designated and non-designated, are irreplaceable, so any harm or loss will require clear and convincing justification. Heritage policies seek to ensure that the borough's listed buildings, monuments, archaeological sites, landscapes and areas of historic and built heritage significance are preserved and enhanced so that they can continue to make an important contribution to the environment, economy, quality of life and lifelong learning for this and future generations.</p>	DLP650, North East Archaeological Research, to ensure compliance with NPPF.
210	Policy HE2 Heritage Assets, para. 8.11	Amend wording	<p>The Council wishes to encourage the continued upkeep and active use of designated heritage assets with a general presumption in favour of their preservation conservation based upon their significance. The control of the development of, or around, designated heritage assets is stringent since it is of paramount importance that their special qualities are preserved conserved and where possible enhanced contributed to. Development proposals should give due consideration that protected species may be using the building and any</p>	DLP781 English Heritage

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			<p>proposal will need to comply with the relevant legislation. The Council will have special regard to the desirability of preserving conserving any designated heritage asset or its setting, or any features of architectural or historical interest which it possesses, which enhance contribute to its significance</p>	

Policy HE3 Archaeological Sites and Monuments

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
211	Policy HE3 Archaeological Sites and Monuments	Amend wording	Development that would adversely affect archaeological sites or monuments that are designated heritage assets, or their settings, or important archaeological sites or monuments will not of equivalent significance will only be approved in the most exceptional circumstances and in accordance with this policy and other heritage policies in this plan.	DLP651, North East Archaeological Research Ltd. to ensure accordance with NPPF DLP782 English Heritage
211	Policy HE3 Archaeological Sites and Monuments	Amend wording	Development that may affect a known or possible archaeological site, whether designated or non-designated , will require the results of a desk-based assessment an archaeological evaluation to be submitted as part of the planning application. An archaeological evaluation may also be required.	DLP651, North East Archaeological Research Ltd. DLP1218, The Gisborough Estate to ensure accordance with NPPF
211	Policy HE3 Archaeological Sites and Monuments	Amend policy wording	b.Where in situ preservation is not required, or appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place before, or where necessary during, development. Where archaeological investigation, recording and reporting has taken place it will be necessary to publish the findings within an agreed timetable.	DLP651, North East Archaeological Research Ltd. to ensure accordance with NPPF DLP782 English Heritage

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
211	Policy HE3 Archaeological Sites and Monuments	Amend policy wording	Development that affects a site where archaeology exists or where there is evidence that archaeological remains may exist will only be permitted if: a. The harm or loss of significance is necessary to achieve public benefits that outweigh that harm or loss. Harm or loss may be avoided by preservation in situ or refusal;	DLP782 English Heritage
211	Policy HE3, supporting text	Insert new paragraph after 8.15	Applications which are likely to impact on archaeological remains will need to specify any mitigation measures and the steps to be taken to record, retain, incorporate, protect, enhance and, where appropriate, manage the archaeological interest, as part of the proposals.	DLP651, North East Archaeological Research Ltd
211	Policy HE3, supporting text	Para. 8.15	Where development is likely to affect sites of known or possible archaeological interest, an archaeological evaluation will be requested required , the scope of which will be agreed with the Council	DLP782 English Heritage
211	Policy HE3, supporting text	Para. 8.16	The former may be achieved through alterations to the design of the development	DLP782 English Heritage
211	Policy HE3, supporting text	Para 8.14	The Council will ensure important archaeological sites, whether scheduled or not, are protected from inappropriate development. Through the Historic Environment Record (HER) held by the Council contains aims to maintain details of all known sites of archaeological interest in the area, finds, landscapes, buildings and other aspects of the historic environment. In addition, it contains information on past research and investigations. The HER is an ever-changing record , there are currently over 3500 entries within the Redcar and Cleveland HER .	DLP651, North East Archaeological Research Ltd For clarification of the role of the HER.

9 Transport and Accessibility

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
213	Paragraph 9.1	Move Paragraph	Move Paragraph 9.1 to after Paragraph 9.3	DLP 1197: For clarity
213	Paragraph 9.4	Add text	Add: This is also reflected in the sub-regional Tees Valley Statement of Transport Ambition and the Tees Valley Strategic Economic Plan.	DLP 1197: To make reference to the consistency with the Tees Valley Statement of Transport Ambition and the Tees Valley Strategic Economic Plan.

Policy TA3 Improving Accessibility within and beyond the Borough

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
219	Policy TA3 (c)	Add text	Add: the A66, A1053 and A174, particularly Greystones roundabout , working in collaboration with the Highways Agency	DLP 1198: To include reference to improvements proposed at Greystones roundabout
219	Policy TA3 (f)	Amend text	Delete: developing feeder public transport services from surrounding rural areas to ensuring integration with core network services. Add: developing feeder public transport services from surrounding rural areas to ensure integration with core network services.	For clarity
220	Paragraph 9.18	Add text	Add: This will ensure that Redcar and Cleveland...	For clarity
221	Paragraph 9.24	Add text	Add: The Council will continue to work strategically with its neighbouring local authorities and the LEP to maximise on funding opportunities via the Government. The Local Plan is being developed in parallel with the sub-regional Strategic Economic Plan and the Local Growth Fund and is ensuring consistency of objectives.	DLP 1198: To make reference to the consistency with the Tees Valley Strategic Economic Plan and Local Growth Fund.
221	Paragraph 9.25	Amend text	Delete: This includes junction improvements on the A66 which are underway ; and ; Add: This includes junction improvements on the A66 which have recently been completed ;	To reflect completion of junction improvement works on the A66.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
221	Paragraph 9.25	Add new bullet point	Add: improvements to Greystones roundabout to improve strategic highway capacity.	DLP 1198: To include reference to proposed improvements at Greystones roundabout.
222	Paragraph 9.27	Delete text	Delete: ...projects funded by central, regional and local government.	To reflect the abolition of the regional tier of government.
223	Paragraph 9.32 : Redcar Central Station	Amend text	<p>Delete: a £1.2million upgrade to station facilities and immediate public realm is to take place by the end of 2013. Improvements will include revised layouts and improved accessibility to both the north and south entrances, an enhanced/remodelled eastbound platform and new shelters, full CCTV coverage, real time information screen, and a range of other improvements to passenger facilities throughout the station. This will complement the significant regeneration works to the sea front and town centre including the £31 million Redcar Leisure and Community Heart development, immediately adjacent to the station, which is due to open in 2014.</p> <p>Add: a £1.2million upgrade to station facilities and immediate public realm was recently completed. Improvements included revised layouts and improved accessibility to both the north and south entrances, an enhanced/remodelled eastbound platform and new shelters, full CCTV coverage, real time information screen, and a range of other improvements to passenger facilities throughout the station. This complements the significant regeneration works to the sea front and town centre including the £31 million Redcar and Cleveland Leisure and Community Heart development,</p>	To reflect completion of station improvements and the Redcar and Cleveland Leisure and Community Heart development.

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			immediately adjacent to the station, which was opened in April 2014.	
223	Paragraph 9.32: Marske, Longbeck, Redcar East and South Bank stations	Amend text	<p>Delete: a package of works totalling over £300k is currently being designed and is programmed for implementation before the end of 2013. Improvements will include new shelters, full CCTV coverage, improved information and signage and enhanced lighting at South Bank.</p> <p>Add: a package of works totalling just over £300k has recently been completed. Improvements included new shelters, full CCTV coverage, improved information and signage and enhanced lighting at South Bank.</p>	To reflect completion of station improvements.
223/224	Paragraph 9.33	Add text	Add: The Council supports the Tees Valley aim for the electrification of the Northallerton to Middlesbrough railway line.	DLP436: To signal the Council's support for electrification of rail route from Northallerton to Middlesbrough.
224	Paragraph 9.35	Amend text	Add/Delete: ...the Tees Valley has a rail service fit for the 21 st Century and improve services within and beyond the borough, to Middlesbrough, and Tyne & Wear and North Yorkshire.	For clarity.
225	Paragraph 9.38	Add text	Add: Improvement of rail connections to Teesport from East Coast mainline to increase its capacity for more freight movement by rail is a major priority. The Council supports the Tees Valley aim for the electrification of the rail route to Teesport.	DLP436: To signal the Council's support for electrification of rail route to Teesport.

Policy TA4 Sustainable Transport Networks

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
226	Paragraph 3.39	Add text	Add: Works undertaken as part of the Local Sustainable Transport Fund programme (2011-2015), have improved the standard of several paths for use by both walkers and cyclists.	DLP 1199: To make reference to improvements made under LSTF.
226	Paragraph 9.40	Add text	Add: It is also recognised that increased activity in sensitive designated areas such as the Teesmouth and Cleveland Coast SPA or the North York Moors SPA could have an adverse effect on the natural environment. All proposals in sensitive areas will have their environmental impacts assessed in order to ensure that there would be no adverse impacts.	DLP 1239 & 1161: To make it clear that the impacts of proposals upon designated sites will be considered.

Appendix 1 Implementation Plan and Monitoring Framework

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
230	Appendix 1: Implementation and Monitoring Framework	Add paragraph	The implementation of the Local Plan will be monitored annually in the Annual Monitoring Report. This will involve not only quantitative assessment of targets but a qualitative analysis of the wider factors within the borough, and nationally, which may be influencing the implementation of the plan. For some policies and it has not been appropriate to set targets for indicators, in such cases a qualitative analysis will be undertaken to assess policy implementation. While policies will be monitored annually, a review of policies is likely to be triggered where targets have been missed over a number of years or it is clear that inappropriate development is coming forward.	For clarity
230	Appendix 1: Implementation and Monitoring Framework	Replace Implementation and Monitoring Framework with more detailed Implementation and Monitoring Framework		For clarity
230	SD1: Sustainable Design	Amend text	Delete: SD1: Sustainable Design Add: SD1: Sustainable Development	For consistency
234	LS2: Redcar Spatial Strategy	Add text	Add: Redcar Area Spatial Strategy	For consistency
241- 244	ED4- ED9	Correct Policy Numbers	Amend Policy Numbers so that they are consistent with those contained within the policy and rearrange the order of the policies so that they are consistent	For consistency

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
			with the document.	
242	ED7: Protecting Employment Allocations	Amend text	Delete: ED7: Protecting Employment Allocations Add: ED 6 : Protecting Employment Areas	For consistency
244	ED11: Equestrian Development	Amend text	Delete: ED 4 : Equestrian Development Add: ED 12 : Equestrian Development	For consistency
246	H5: Sub-division and Conversion of Dwellings	Amend text	Delete: H5: Sub-division and Conversion of Dwellings Add: H5: Sub-division and Conversion of Buildings to Residential Uses	For consistency
249	N3: Provision of Open Space and Leisure Facilities	Amend text	Delete: N3: Provision of Open Space and Leisure Facilities Add: N3: Provision of Open Space, Leisure and Recreation Facilities	For consistency

Appendix 2 Glossary

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
256	Biodiversity	Amend definition	<p>Identification of priorities for biodiversity conservation and work to deliver agreed actions and targets for priority habitats and species and locally important wildlife and sites.</p> <p>The variability among living organisms from all sources including terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems.</p>	DLP1238 RSPB comment
257	Community Facilities	Add definition	<p>Community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.</p>	DLP433 Theatres Trust

Appendix 3 Proposed Standards for Open Space and Leisure

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
271 - 273	Appendix 3	Delete appendix	Delete Proposed Standards for Open Space and Leisure	Standards now included in Planning Contributions SPD where they can be more easily be kept up to date.

Appendix 4 Proposed Site Allocations

Page	Location in draft Plan	Type of change	Wording change (new text in bold)	Reason for change
N/A	Drawing No: PLNG501.9	Change Allocation	Change Policy Reference in title and on plan to ED7 . Change map to show proposed employment allocation at Mannion Park.	For consistency and to reflect change in proposed employment allocation

New Appendix 4 Deleted Policies

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288	New appendix	Add text	<p>The following 'saved' previous Local Plan policies will be deleted upon the adoption of the Local Plan:</p> <table border="0"> <thead> <tr> <th>Saved Policy</th> <th>Policy Name</th> </tr> </thead> <tbody> <tr> <td>ND3</td> <td>General Industry, Business and Warehousing</td> </tr> <tr> <td>SH3</td> <td>Prime Shopping Area in Redcar Town Centre</td> </tr> <tr> <td>SH7</td> <td>Food And Drink Uses in Shopping Centres</td> </tr> <tr> <td>SH8</td> <td>Food And Drink Uses in Late Opening Zone, Redcar</td> </tr> <tr> <td>SH9</td> <td>Amusements Centres in Redcar And Saltburn</td> </tr> <tr> <td>SH10</td> <td>Amusements Centres in District Centres</td> </tr> <tr> <td>SH12</td> <td>Retail Development on Industrial Estates</td> </tr> <tr> <td>H1</td> <td>Housing Allocations</td> </tr> <tr> <td>H8</td> <td>Exceptions Policy for Affordable Housing</td> </tr> <tr> <td>H9</td> <td>Affordable Housing</td> </tr> <tr> <td>H11</td> <td>Conversion to Bedsits or Flats</td> </tr> <tr> <td>H12</td> <td>Change of Use to C1 Uses</td> </tr> <tr> <td>H13</td> <td>Conversion to C2 Uses</td> </tr> <tr> <td>H15</td> <td>Accommodation for Travelling People</td> </tr> <tr> <td>L4</td> <td>New Recreational Areas</td> </tr> <tr> <td>L5</td> <td>Sport and Recreational Development for the Community</td> </tr> <tr> <td>L6</td> <td>Major Leisure and Housing Development at Majuba</td> </tr> </tbody> </table>	Saved Policy	Policy Name	ND3	General Industry, Business and Warehousing	SH3	Prime Shopping Area in Redcar Town Centre	SH7	Food And Drink Uses in Shopping Centres	SH8	Food And Drink Uses in Late Opening Zone, Redcar	SH9	Amusements Centres in Redcar And Saltburn	SH10	Amusements Centres in District Centres	SH12	Retail Development on Industrial Estates	H1	Housing Allocations	H8	Exceptions Policy for Affordable Housing	H9	Affordable Housing	H11	Conversion to Bedsits or Flats	H12	Change of Use to C1 Uses	H13	Conversion to C2 Uses	H15	Accommodation for Travelling People	L4	New Recreational Areas	L5	Sport and Recreational Development for the Community	L6	Major Leisure and Housing Development at Majuba	For clarity
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			<p> CS12 Rural Economy CS13 Meeting Housing Requirements CS14 Phasing of Housing Development CS15 Delivering Mixed and Balanced Communities and Quality Homes CS16 Improving the Existing Housing Stock CS17 Housing Density CS18 Town, District and Local Centres CS19 Delivering Inclusive Communities CS20 Promoting Good Design CS21 Renewable Energy CS22 Protecting and Enhancing the Borough's Landscape CS23 Green Infrastructure CS24 Biodiversity and Geological Conservation CS25 Built and Historic Environment CS26 Managing Travel Demand CS27 Improving Accessibility CS28 Sustainable Transport Network </p> <p> The following Development Policies DPD policies will be deleted upon the adoption of the Local Plan: </p> <table border="0"> <thead> <tr> <th data-bbox="800 1247 890 1276">Policy</th> <th data-bbox="978 1247 1142 1276">Policy Name</th> </tr> </thead> <tbody> <tr> <td data-bbox="800 1289 856 1318">DP1</td> <td data-bbox="978 1289 1245 1318">Development Limits</td> </tr> <tr> <td data-bbox="800 1331 856 1360">DP2</td> <td data-bbox="978 1331 1163 1360">Site Selection</td> </tr> </tbody> </table>	Policy	Policy Name	DP1	Development Limits	DP2	Site Selection	
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