



Redcar & Cleveland Submission Local Plan April 2017

Soundness Self-Assessment April 2017



This soundness compliance self-assessment checklist was produced by the Planning Advisory Service (PAS) in March 2014. Redcar & Cleveland Borough Council has completed this checklist to demonstrate that the Local Plan meets the tests of soundness as set out in the relevant legislation.

This note was prepared by AMEC and URS on behalf of the Planning Advisory Service. It aims to help local authorities prepare their plans in advance of an examination, taking into account the requirements of the National Planning Policy Framework.

In summary – the key requirements of plan preparation are:

- Has the plan been positively prepared i.e. based on a strategy which seeks to meet objectively assessed requirements?
- Is the plan justified?
- Is it based on robust and credible evidence?
- Is it the most appropriate strategy when considered against the alternatives?
- Is the document effective?
- Is it deliverable?
- Is it flexible?
- Will it be able to be monitored?
- Is it consistent with national policy?

The Tests of Soundness at Examination

The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria.

The tests of soundness are set out in the National Planning Policy Framework (NPPF) (para 182): “The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is ‘sound’”, namely that it is:

1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements

This means that the Development Plan Document (DPD) should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The NPPF, together with the Marine Policy Statement (MPS) set out principles through which the Government expects sustainable development can be achieved.

2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence

This means that the DPD should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.
- Evidence of participation of the local community and others having a stake in the area; and

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities

This means the DPD should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.
- The DPD should be flexible and able to be monitored.

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

4. Consistent with national policy: enabling the delivery of sustainable development

The demonstration of this is a 'lead' policy on sustainable development which specifies how decisions are to be made against the sustainability criterion (see the Planning Portal for a model policy www.planningportal.gov.uk). If you are not using this model policy, the Council will need to provide clear and convincing reasons to justify its approach.

The following table sets out the requirements associated with these four tests of soundness. Suggestions for evidence which could be used to support these requirements are set out, although these have to be viewed in the context of the plan being prepared. Please don't assume that you have got to provide all of these, they are just suggestions of what could be relevant.

In addition, the Legal Compliance checklist (a separate document, see www.pas.gov.uk) should be completed to ensure that this aspect is covered.

The Duty to Co-operate will also be assessed as part of the examination process.

Soundness Test and Key Requirements	Evidence Provided
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	<p><i>Positively Prepared: the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</i></p>
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Soundness Test and Key Requirements	Evidence Provided
<p><i>Vision and Objectives</i></p> <p>1. Has the LPA clearly identified what the issues are that the DPD is seeking to address? Have priorities been set so that it is clear what the DPD is seeking to achieve?</p> <p>2. Does the DPD contain clear vision(s) and objectives which are specific to the place? Is there a direct relationship between the identified issues, the vision(s) and the objectives?</p> <p>3. Is it clear how the policies will meet the objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>4. Have reasonable alternatives to the quantum of development and overall spatial strategy been considered?</p> <p>5. Are the policies internally consistent?</p> <p>6. Are there realistic timescales related to the objectives?</p> <p>7. Does the DPD explain how its key policy objectives will be achieved?</p>	<p>1. The introduction section in Chapter 1 of the Draft Local Plan sets out the borough’s spatial and demographic portrait, key issues in the borough which the plan must address and sets the local and regional context which will inform the Local Plan. Priorities, derived from the Council’s corporate Our Plan, are clearly set out under three key outcomes: 1. Grow our economy and create more jobs; 2. Develop great places to live; and 3. Improve quality of life.</p> <p>2 and 3. A future Vision for Redcar and Cleveland, which is locally specific and influenced by identified key issues, is clearly set out in Paragraph 1.50. Under each of the three key outcomes, and associated plan priorities, it is clearly explained how the Local Plan policies will address local issues to achieve these priorities and outcomes in order to successfully implement the identified Vision.</p> <p>4. Reasonable alternatives to the quantum of development and the overall spatial strategy have been considered in the Sustainability Appraisal, which was made available for public consultation, and in the Housing Background Evidence Paper. Alternative options for the strategic approach to employment have been assessed within the Employment Land Review Update 2016 and are discussed within the Economic Development Background Evidence Paper.</p> <p>5. Policies contained within the Local Plan are considered to be internally consistent and the Sustainability Appraisal report has considered the cumulative impacts of the policies and how the policies relate to each other.</p> <p>6. The Local Plan sets clear timescales for delivery of objectives and is supported by an Infrastructure Delivery Plan which supports the delivery of sites. With regards to Outcome 2 and the provision of quality housing, the SHLAA includes a delivery trajectory which is updated annually.</p> <p>7. The Local Plan explains how its key policies will be achieved in the themes sections of the introduction where under each outcome and list of priorities, it explains how these objectives will be achieved through the Local Plan. The Implementation and Monitoring Schedule also details how policies and outcomes will be achieved, with lead agencies identified. Confirmation from relevant agencies that they support the objectives and identified means of delivery will be detailed in the Report of Consultation. The Local Development Scheme details the scope and content of the Local Plan and</p>

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	how it fits with the adopted Tees Valley Joint Minerals and Waste DPDs.
<p><i>The presumption in favour of sustainable development (NPPF paras 6-17)</i></p> <p>Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.</p> <p>Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <ul style="list-style-type: none"> —any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or —specific policies in this Framework indicate development should be restricted. 	<p>The Local Plan is supported by a robust evidence base, which has identified the needs of the borough and has been used to inform the overall strategy and develop more detailed policies. The SA has also been used to support the selection of options for policies and site allocations.</p> <p>The Plan has met its full OAHN with suitable allowances provided to ensure that there is a flexible and responsive supply of development land</p> <p>Policy SD1 Sustainable Development sets out the presumption in favour of development, as included in the National Planning Policy Framework.</p> <p>In addition, the Implementation and Monitoring Framework sets out those monitoring requirements and contingency measures required to address and potential changes.</p>
<p>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p>	<p>Policy SD1 Sustainable Development reflects the principles of the presumption in favour of sustainable development and all policies are positively worded.</p>
<p><i>Objectively assessed needs</i></p> <p>The economic, social and environmental needs of the authority area addressed and clearly presented in a fashion which makes</p>	<p>The Local Plan is supported by a robust evidence, which has identified the needs of the borough and has been used to inform the overall strategy and develop more detailed policies.</p> <p>The Strategic Housing Market Assessment Volume 2 (February 2016) and the Strategic Housing</p>

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<p>effective use of land and specifically promotes mixed use development, and take account of cross-boundary and strategic issues.</p> <p>Note: Meeting these needs should be subject to the caveats specified in Paragraph 14 of the NPPF (see above).</p>	<p>Market Assessment Volume 2 Update (Sep 2016) contain the objectively assessed housing needs for the borough. The Employment Land Review Update 2016 provides evidence of the need for employment related development and land allocations within the Borough and the Town Centre Study 2016 considers the Borough's needs in relation to retail and leisure development.</p> <p>A full list of the technical studies and reports that for the evidence base for the plan is provided.</p> <p>The Duty to Cooperate Statement sets out the Council's engagement with adjacent authorities and other stakeholders and how cross-boundary issues have been identified and considered. In short, this collaboration, in agreement with those key parties, has concluded that the borough can meet its own development requirements in full without reliance on adjoining areas and vice versa.</p>
<p>NPPF Principles: Delivering sustainable development</p>	
<p>1. Building a strong, competitive economy (paras 18-22)</p>	
<p>Set out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth (21),</p>	<p>The Plan contains a clear positive vision and strategy for economic development in the borough based on the area's economic strengths and opportunities. Outcome 1 'Grow our economy and create more jobs' sets out or strategy for economic growth and how this will be achieved through the Local Plan. The vision and strategy are informed by the Local Economic Partnership (including the Strategic Economic Plan) and the Council's Regeneration Masterplan (2011).</p> <p>The Employment Land Review has assessed the current and future demand for employment land and has identified the capacity of supply needed to meet these projections.</p> <p>Policies LS1 – LS4 Local Spatial Strategies set out specific aims for local areas which reflect the overall vision and which seek to encourage economic growth.</p> <p>Policy ED6 Protecting Employment Areas seeks to ensure that the Local Plan provides sufficient employment land to support economic growth in the borough.</p>
<p>Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure,</p>	<p>Local Spatial Strategies (Policies LS1- LS4) for each sub-area aim to address potential barriers to investment such as improvements to communities, economy, connectivity and environment. Policy</p>

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services or housing (21)	<p>ED7 on the Rural Economy also sets out ways in which it will be supported.</p> <p>The Infrastructure Delivery Plan sets out the infrastructure which will be delivered to support the strategy contained in the Local Plan.</p> <p>Sites for economic development have been identified with the Local Plan, through Policy ED6, to allow the strategy for economic development to be achieved and meet the needs identified in the Employment Land Review. Safeguarded land includes sites for chemical and energy; steel; port; and recycling to reflect specialist sectors in the area.</p>
2. Ensuring the vitality of town centres (paras 23-37)	
Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period (23)	<p>Policy ED1 Protecting and Enhancing the Borough's Centres is a positive policy for managing the borough's hierarchy of town, district and local centres. Centres are identified on the Policies Map. ED1 encourages an appropriate mix of uses within centres, including residential. ED1 sets out the sequential assessment approach which town centre uses will be expected to follow and identifies where an impact assessment will be required.</p> <p>Policy ED2 sets out the policy approach to development at Cleveland Retail Park, supporting bulky goods retail where alternative viable sites cannot be found within existing centres and opposing other forms of retail unless it has been clearly justified through the sequential assessment approach and a retail impact assessment.</p>
Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres (23)	<p>The retail and leisure requirements of the Plan were originally informed by the Strategic Retail, Leisure and Office Study 2011. This evidence was updated by the Town Centre Study 2016, which provided evidence relating to the role of the Borough's centres and the scope for future retail and leisure development. The Employment Land Review provided an assessment of the need for future employment developments including office space. These reports form part of the evidence base that has informed the allocations within the Local Plan and did not identify suitable allocations within the Centres.</p> <p>Policy ED1 encourages an appropriate mix of uses within town and district centres, including retail, leisure, social, education, arts, cultural, office, residential and commercial uses. Particular attention will be placed on bringing upper floors back into use. ED1 identifies primary shopping areas in Redcar and</p>

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	<p>Guisborough, and supports the consolidation of Loftus town centre.</p> <p>The Coatham Enclosure Retail and Leisure Statement , Feb 2017, supports the mixed leisure, tourism, visitor and retail use allocation in Policy REG1</p>
<p>3. Supporting a prosperous rural economy (para 28)</p>	
<p>Support sustainable economic growth in rural areas. Planning strategies should promote a strong rural economy by taking a positive approach to new development. (28)</p>	<p>Policy ED8 supports the rural economy including the growth and expansion of existing rural based enterprises, appropriate farm diversification, leisure and tourism developments, introducing and improving ICT networks, preserving and enriching rural community facilities and supporting the management of land for nature conservation and heritage assets.</p> <p>Policy LS3 provides a Rural Communities Spatial Strategy which seeks to support local enterprise through the creation of rural hubs, providing start-up and grow-on space for businesses in rural settlements.</p>
<p>4. Promoting sustainable transport (paras 29-41)</p>	
<p>Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)</p> <p>Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion (29) including supporting a pattern of development which, where reasonable to do so, facilitates the use of</p>	<p>In preparing the strategy and allocating sites within the Local Plan, we have concentrated new development and trip generating uses in the most sustainable locations to minimise journey lengths and encourage the use of public transport and walking/cycling. The selection of site allocations has been informed by the SA.</p> <p>Policy TA1 explains that plans, strategies and programmes should develop integrated demand management measures, such as bus lanes, park and ride, parking standards, travel planning and tele-working. The Local Transport Plan will provide an overarching framework.</p> <p>Policy TA2 supports the preparation and implementation of Travel Plans, Travel Assessments and other schemes and agreements to encourage the use of sustainable transport. All strategic and significant development proposals will be expected to be accompanied by a Travel Plan.</p> <p>Policy TA3 aims to improve accessibility within and beyond the borough. To achieve this Council will work with neighbouring authorities, the Local Enterprise Partnership, the Government, developers and transport providers. The policy sets of specific schemes to improve the transport network including</p>

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<p>sustainable modes of transport. (30)</p> <p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. (31)</p> <p>Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. (32)</p> <p>Ensure that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (34)</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (35)</p> <p>Policies should aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure, education and other activities. (37)</p> <p>For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as</p>	<p>improvements to bus routes, services and facilities; bus, pedestrian and cycle links to rail stations; improve passenger rail services and facilities; develop feeder public transport services from rural areas to key transport hubs; and improve the efficiency of freight access and existing freight interchanges within Teesport to support rail loading gauge enhancements to the port, particularly from the East Coast Main Line.</p> <p>To ensure that the transport network across the Tees Valley is able to support current and future development the Tees Valley authorities work together through the Tees Valley Combined Authority and Tees Valley Unlimited to carry out transport planning at a sub-regional level and modelling of the transport impacts of site allocations is carried out through the Tees Valley Area Action Plan, which is updated regularly. In addition, the Middlesbrough Council and Redcar & Cleveland Borough Council Strategic Housing Sites Model Assessment Report (October 2013) is a study to evaluate the impact of future housing sites on the local road network and provide recommendations of measures to improve capacity. This was commissioned jointly by Middlesbrough and Redcar & Cleveland Councils. This is detailed in the Infrastructure Delivery Plan.</p> <p>Policy TA4 supports the development and maintenance of walking, cycling and horse riding routes to improve public access to the coast and countryside; provide safe routes to school, recreation, employment and other facilities; and to enhance the borough's range of leisure facilities, parks, countryside and green spaces. There will be a presumption in favour of multi-user routes.</p> <p>Policy REG3 allocates a large mixed use development of commercial and residential uses, adjacent to a safeguarded industrial estate. This provides opportunities to undertake day to day activities on site and to minimise the need to travel.</p> <p>The 2015 Written Statement: Planning Update directed Local Planning Authorities to “only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network”. The Council does not consider that it has been necessary to impose local parking standards through the local plan but will favourable consider proposals to improve the quality and quantity of parking in designated centres, as stated in Policy ED1.</p> <p>Through Policy TA3, the Local Plan will safeguard land as an extension to Dockside Road in order to</p>

Soundness Test and Key Requirements	Evidence Provided
<p>primary schools and local shops should be located within walking distance of most properties. (38)</p> <p>The setting of car parking standards including provision for town centres. (39-40)</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. (41)</p>	<p>support the development of the South Tees area.</p>
<p>5. Supporting high quality communications infrastructure (paras 42-46)</p>	
<p>Support the expansion of the electronic communications networks, including telecommunications' masts and high speed broadband. (43)</p> <p>Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications development or insist on minimum distances between new telecommunications development and existing development. (44)</p>	<p>The importance of telecommunications and high speed broadband is recognised within the plan in the section Broadband Connectivity (para. 1.122 – 1.124).</p> <p>Policy ED8 supports the use of and improvements to ICT networks, including high speed broadband networks. While Policy TA1 Demand Management Measures recognises the importance of tele-working and teleconferencing.</p> <p>The plan does not impose a ban on telecommunication development and SD3 Development Limits recognises that telecommunications masts may need to be located in the countryside for operational reasons.</p>
<p>6. Delivering a wide choice of high quality housing (paras 47-55)</p>	
<p>Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in</p>	<p>The Local Plan is considered to include a five year supply of deliverable sites as identified in the 5 Year Supply Statement and Strategic Housing Land Availability Assessment, which are updated annually. The Plan has allocated sufficient sites to meet identified housing needs and to ensure a five year supply, plus a buffer of 20%.</p>

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the market for land. 20% buffer applies where there has been persistent under delivery of housing(47)	
Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15 (47).	The Local Plan has allocated sufficient developable sites to meet identified housing needs for years 6-10 and 11-15. This is evidenced in the SHLAA and the Housing Land Supply and Allocations Background Evidence Paper.
Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)	<p>The Local Plan includes a Housing Delivery Schedule (Page 279) and a supply trajectory is provided within the Housing Background Evidence Paper, the Five Year Housing Land Supply Assessment and SHLAA.</p> <p>The Authority Monitoring Report includes information relating to the monitoring of completions and permissions and a housing trajectory illustrating the expected rate of housing delivery.</p> <p>The SHLAA is regularly updated to ensure that a 5 year supply of housing land is maintained.</p>
Set out the authority's approach to housing density to reflect local circumstances (47).	<p>Policy H2 Type and Mix of Housing states that proposals for housing development will be expected to achieve appropriate densities which promote the sustainable use of land for development.</p> <p>Densities for housing allocations have been set at a level appropriate for each site, taking into account the location, surrounding densities and character of areas.</p>
Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (para 159)	<p>Policy H2 identifies the type and mix of housing which development will be expected to provide. Proposals will be expected to 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. An appropriate mix of house types and sizes should be provided which enhance local housing options and is acceptable for the site and location.</p> <p>Allocations have been made for a range of house types, including housing for older people and executive housing. Policy H4 requires affordable housing to be incorporated into housing development or for an off-site contribution to be made in exceptional circumstances.</p>

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<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate (54).</p> <p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	<p>Policy SD3 allows for development outside limits where housing meets the rural exceptions policy or specific criteria such as conversion of an appropriate building or essential housing for farming, forestry or operation of a rural enterprise.</p> <p>The housing allocations are distributed across the borough and include sites located in settlements identified as being within the rural communities' area by Policy LS3.</p> <p>Policy H4 includes support for schemes of less than 10 dwellings that are located adjacent to Service Villages and Villages where 100% affordable housing is to be provided, in order to meet local needs.</p>
<p>7. Requiring good design (paras 56-68)</p>	
<p>Develop robust and comprehensive policies that set out the quality of development that will be expected for the area (58).</p>	<p>Policy SD4 General Development Principles sets out a number of criteria that development proposals will be expected to meet. The criteria aim to ensure that all development is designed to a high standard.</p> <p>Policies HE1 and HE2 provide further design requirements for proposals affecting Conservation Areas or other heritage assets.</p> <p>The Plan is also supported by a range of SPDs, which include the Greater Eston Design Code, Urban Design Guidelines, Residential Extensions and Alterations, Design of Residential Areas and Shop Fronts and Advertisements and Conservation Area Appraisals.</p>
<p>8. Promoting healthy communities (paras 69-77)</p>	
<p>Policies should aim to design places which: promote community interaction, including through mixed-use development; are safe and accessible environments; and are accessible developments (69).</p>	<p>Outcome 2 of the Local Plan includes a priority for clean, safe and attractive neighbourhoods. Policy SD4 requires all development to be designed to a high standard to respect or enhance the character of the site and of the local area and to contribute to sense of place. SD4 explains development proposals will be expected to optimise the potential of the site to accommodate development, create and sustain appropriate mix of uses including open space, local facilities and transport networks. Development should include a layout and design that takes into account potential users of the site and</p>

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	creates a safe and secure environment.
<p>Policies should plan positively for the provision and use of shared space, community facilities and other local services (70).</p>	<p>Housing allocations (Policies H3.1 – 3.31) require a contribution to be made towards community and local facilities/infrastructure to support development.</p> <p>Policy N2 seeks to protect and support the Borough’s green infrastructure network, including open spaces that benefit local communities and N3 requires a contribution to be made towards open space and recreational facilities where relevant.</p> <p>Policy ED1 encourages a range of uses within centres including social, arts and cultural uses. The policy states that neighbourhood shops, services and community facilities located outside of the borough’s centres will be protected where they are important to the day-to-day needs of local communities, particularly in the rural parts of the borough.</p> <p>In addition, Policy SD5 seeks contributions, where viable, to secure new or improved community facilities.</p>
<p>Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these (73).</p>	<p>The Open Space Assessment (2016), the Playing Pitch Strategy (2015), the Leisure Provision Strategy (2011) and the Leisure Needs Assessment (2007) have identified needs for open space, sports and recreational facilities within the borough through quantitative and qualitative assessment. This has informed housing allocations and the need to provide contributions towards open space and other facilities. Policy N3 requires contributions towards open space, sport and recreation facilities and protects them from development except under a number of specific circumstances.</p>
<p>Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – ‘Local Green Space’ (76-78).</p>	<p>No sites are proposed as Local Green Space within the Local Plan.</p>
<p>9. Protecting Green Belt land (paras 79-92)</p>	

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<p>Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. (81)</p> <p>Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. (83)</p> <p>When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. (84)</p> <p>Boundaries should be set using 'physical features likely to be permanent' amongst other things (85)</p>	<p>Not applicable. There is no designated Green Belt within or adjacent to Redcar and Cleveland Borough.</p>
<p>10. Meeting the challenge of climate change, flooding and coastal change (paras 93-108)</p>	
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and water supply and demand considerations. (94)</p>	<p>To reduce the need to travel and minimise greenhouse gas emissions, allocations have been directed towards the most sustainable locations. The SA has informed the selection of site allocations.</p> <p>The Council's Strategic Flood Risk Assessment forms part of the evidence base for the Local Plan and has informed the development of policies, the SA and the selection of sites. None of the Local Plan allocations were considered by the Level 1 SFRA to require an exception test..</p> <p>Policy SD7 Flood and Water Management ensures that flood risk is taken into account in the planning process and requires that development proposals are designed to mitigate and adapt to climate</p>

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	<p>change.</p> <p>Policy SD4 encourages development to be sustainable in design and construction, incorporating best practice in resource management and climate change adaptation.</p> <p>The site allocations have been assessed for flood risk and, where flooding or drainage issues have been identified, the individual policies require measures to resolve these issues.</p>
<p>Help increase the use and supply of renewable and low carbon energy through a strategy, policies maximising renewable and low carbon energy, and identification of key energy sources. (97)</p>	<p>Policy SD6 supports and encourages renewable energy schemes in appropriate locations. The Policies Map identifies areas that are potentially suitable for wind and solar powered developments, as detailed in the Renewable and Low Carbon Study 2015.</p> <p>The policy also supports the development of district heating, including new and retrofit schemes, and community-led renewable schemes.</p>
<p>Minimise vulnerability to climate change and manage the risk of flooding (99)</p>	<p>Policy SD4 expects developments to be designed to mitigate and adapt to climate change.</p> <p>The Local Plan has been informed by a Strategic Flood Risk Assessment and a sequential approach has been taken in allocating development sites, locating development in areas at least risk from flooding.</p> <p>Policy SD7 explains flood risk will be taken into account to avoid inappropriate development in areas at current or future risk. Proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk.</p> <p>Policies N2 and N4 recognise the importance of maintaining and improving permeable corridors of green infrastructure to help species adapt to climate change.</p>
<p>Take account of marine planning (105)</p>	<p>The strategy and policies within the Local Plan have been prepared to be compliant with the Marine and Coastal Access Act 2009, the Marine Policy Statement and Marine Licensing. The Council has 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. This is detailed in the Duty to Cooperate Statement.</p>

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	<p>Policy LS4 South Tees Spatial Strategy outlines a number of Council aims including economic growth and job opportunities through the Tees Valley Enterprise Zone at South Bank Wharf; protecting European sites and safeguard and improve sites of biodiversity along the River Tees and its estuary and encourage habitat creation. Policy ED6 safeguards land for port related activity, while TA3 supports the sustainable development of Teesport and improvements to freight access and interchanges at the port.</p> <p>The plan recognises the role of the marine environment, including for tourism and marine-related economic development, such as at the port. Policy N1 protects the North Yorkshire and Cleveland Heritage Coast, including the marine environment.</p>
Manage risk from coastal change (106)	The need for a Coastal Change Management Area was considered during plan preparation but was considered unnecessary as the Management Plan for the coast is mainly to maintain the existing line, therefore it is not considered necessary at this time.
11. Conserving and enhancing the natural environment (paras 109-125)	
Protect valued landscapes (109)	<p>Policy N1 Landscape aims to protect and enhance the borough's landscapes, including locally sensitive landscapes, the Heritage Coast and the North York Moors National Park. Locally sensitive landscapes have been identified by the Landscape Character Assessment (2006).</p> <p>Policy SD4 includes protection for the best and most versatile agricultural land and requires that development is designed to respect or enhance the landscape.</p> <p>Policy N2 Green Infrastructure and N4 Biodiversity and Geological Conservation aim to create, protect and enhance networks of green infrastructure and wildlife corridors.</p>
Prevent unacceptable risks from pollution and land instability (109)	Policy SD4 requires development to reduce pollution, noise and vibration levels to acceptable limits. Applicants proposing development on or near contaminated or unstable land will be required to illustrate that risks have been successfully addressed.

Soundness Self-Assessment Checklist (April 2017)

Soundness Test and Key Requirements	Evidence Provided
<p>Planning policies should minimise impacts on biodiversity and geodiversity (117)</p> <p>Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries (117)</p>	<p>Policy N4 aims to protect and enhance biodiversity and geodiversity. The policy is informed by work done at the landscape scale across the Tees Valley by the Local Nature Partnership to identify opportunity areas. Local ecological networks have been mapped, including open spaces and wildlife corridors. N4 supports the preservation, restoration, re-creation and recovery of international, national and local priority species.</p>
<p>12. Conserving and enhancing the historic environment (paras 126-141)</p>	
<p>Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk (126)</p>	<p>The plan contains a positive strategy for the historic environment, including specific heritage policies (HE1-HE3), a policy on the regeneration of Kirkleatham (REG3) and consideration of the potential impact on heritage assets in allocations. This strategy is also summarised in the introduction to the Historic Environment chapter, including our approach to dealing with heritage assets most at risk.</p> <p>Policy HE2 aims to ensure that any new development involving alteration to a heritage asset or its setting should preserve or enhance its significant as a historic asset.</p>
<p>13. Facilitating the sustainable use of minerals (paras 142-149)</p>	
<p>It is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-term conservation (142)</p> <p>Minerals planning authorities should plan for a steady and adequate supply of industrial materials (146)</p>	<p>Minerals are covered in the adopted Tees Valley Minerals and Waste Joint Core Strategy and Policies and Sites DPDs.</p>
<p>Justified: <i>The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</i></p> <p>To be 'justified' a DPD needs to be:</p> <ul style="list-style-type: none"> • Founded on a robust and credible evidence base involving: research / fact finding demonstrating how the choices made in the plan are backed up by facts; and evidence of participation of the local community and others having a stake in the area. 	

Soundness Self-Assessment Checklist (April 2017)

Soundness Test and Key Requirements	Evidence Provided
<p>• The most appropriate strategy when considered against reasonable alternatives.</p>	
<p><i>Participation</i> Has the consultation process allowed for effective engagement of all interested parties?</p>	<p>The Statement of Consultation (April 2017) sets out how Redcar & Cleveland Borough Council has involved relevant bodies and community stakeholders in the preparation of the Local Plan. Engagement has been carried out in accordance with the Town and Country Planning (Local Development) (England) 2012 Regulations and the approach set out in Council's adopted Statement of Community Involvement 2014.</p>
<p><i>Research / fact finding</i> Is the plan justified by a sound and credible evidence base? What are the sources of evidence? How up to date, and how convincing is it? What assumptions were made in preparing the DPD? Were they reasonable and justified?</p>	<p>The Local Plan has been supported by a robust and proportionate evidence base. The list of reports and studies informing the development of the plan strategies and policies and the SA has been provided with the Local Plan SA Scoping Report and the Examination Library.</p> <p>Audit trails for the development of the policies within the Local Plan are set out within the Statements of Consultation and SA Reports.</p>
<p><i>Alternatives</i> Can it be shown that the LPA's chosen approach is the most appropriate given the reasonable alternatives? Have the reasonable alternatives been considered and is there a clear audit trail showing how and why the preferred approach was arrived at? Where a balance had to be struck in taking decisions between competing alternatives, is it clear how and why the decisions were taken? Does the sustainability appraisal show how the different options perform and is it clear that sustainability considerations informed the content of the DPD from the start?</p>	<p>Reasonable alternatives for the approaches selected in the Local Plan have been considered throughout the process. The consideration of these options has been detailed within the background evidence papers and the SA Reports provided at each stage of the document's development.</p> <p>Options for the Local Plan were outlined within the Local Plan Scoping Report and were subject to public consultation, as outlined within the Statement of Consultation.</p>

Soundness Test and Key Requirements	Evidence Provided
<p>Effective: the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</p> <p>To be 'effective' a DPD needs to:</p> <ul style="list-style-type: none"> • Be deliverable • Demonstrate sound infrastructure delivery planning • Have no regulatory or national planning barriers to its delivery • Have delivery partners who are signed up to it • Be coherent with the strategies of neighbouring authorities • Demonstrate how the Duty to Co-operate has been fulfilled • Be flexible • Be able to be monitored 	
<p><i>Deliverable and Coherent</i></p> <ul style="list-style-type: none"> • Is it clear how the policies will meet the Plan's vision and objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD? • Are the policies internally consistent? • Are there realistic timescales related to the objectives? • Does the DPD explain how its key policy objectives will be achieved? 	<p>The Plan's visions and objectives and how they will be achieved has been clearly set out in the introductory section. Policies contained within the Local Plan are considered to be internally consistent and the Sustainability Appraisal report has considered the cumulative impacts of the policies and how the policies relate to each other. It is not considered that there are any gaps to meet the vision and objectives.</p> <p>The Implementation Plan and Monitoring Framework set realistic timescales related to policy outcomes.</p>
<p><i>Infrastructure Delivery</i></p> <ul style="list-style-type: none"> • Have the infrastructure implications of the policies clearly been identified? • Are the delivery mechanisms and timescales for implementation of the policies clearly identified? • Is it clear who is going to deliver the 	<p>The Local Plan is supported by the Infrastructure Delivery Plan. Where it has been identified that specific infrastructure is required to support a development this has been included in the allocation. Engagement with the infrastructure providers has been carried out through development of the plan and this is ongoing to ensure the timely delivery of necessary infrastructure.</p> <p>A Viability Assessment has been undertaken to ensure the delivery if the proposed strategy, including the provision of affordable housing.</p>

Soundness Self-Assessment Checklist (April 2017)

Soundness Test and Key Requirements	Evidence Provided
<p>required infrastructure and does the timing of the provision complement the timescale of the policies?</p>	
<p><i>Co-ordinated Planning</i></p> <p>Does the DPD reflect the concept of spatial planning? Does it go beyond traditional land use planning by bringing together and integrating policies for the development and use of land with other policies and programmes from a variety of agencies / organisations that influence the nature of places and how they function?</p>	<p>The strategic policies contained within the plan are spatial in nature. The policies within the plan have been developed in conjunction with relevant agencies and organisations, as detailed within the Statement of Consultation and Duty to Cooperate Statement.</p>
<p><i>Flexibility</i></p> <ul style="list-style-type: none"> • Is the DPD flexible enough to respond to a variety of, or unexpected changes in, circumstances? • Does the DPD include the remedial actions that will be taken if the policies need adjustment? 	<p>Where possible, the Local Plan has taken a flexible approach to new development and policies have been kept to a minimum and, where necessary, default to the NPPF and/or its successors. The policies and not so rigidly prepared that the plan would be out of date if the NPPF changed. The Council has been cognisant to the White Paper and the direction of travel in national planning policy.</p> <p>The Implementation Plan and Monitoring Framework identify the remedial actions which may be taken if the policies need adjustment. The Council will continue to produce an Authority Monitoring Report to assess the effectiveness of the policies and identify when adjustment may be needed in the future.</p>
<p><i>Co-operation</i></p> <ul style="list-style-type: none"> • Is there sufficient evidence to demonstrate that the Duty to Co-operate has been undertaken appropriately for the plan being examined? • Is it clear who is intended to implement each part of the DPD? Where the actions required are outside the direct control of the LPA, is there evidence that there is the necessary commitment from the relevant organisation to the implementation of the 	<p>The Duty to Cooperate Statement details how the Council has met its obligations with regard to section 110 of the Localism Act 2011. How any cross-boundary and strategic issues have been identified and resolved is outline in the statement.</p> <p>The Implementation Plan and Monitoring Framework sets out who is responsible for implementation.</p>

Soundness Self-Assessment Checklist (April 2017)

Soundness Test and Key Requirements	Evidence Provided
policies?	
<p><i>Monitoring</i></p> <ul style="list-style-type: none"> • Does the DPD contain targets, and milestones which relate to the delivery of the policies, (including housing trajectories where the DPD contains housing allocations)? • Is it clear how targets are to be measured (by when, how and by whom) and are these linked to the production of the annual monitoring report? • Is it clear how the significant effects identified in the sustainability appraisal report will be taken forward in the ongoing monitoring of the implementation of the plan, through the annual monitoring report? 	<p>The Implementation Plan and Monitoring Framework identifies indicators, targets and timescales which will be monitored through the Annual Monitoring Report.</p> <p>The baseline for the appraisal of the Plan is set out within the SA Report.</p>
<p><i>Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.</i></p> <p>The DPD should not contradict or ignore national policy. Where there is a departure, there must be clear and convincing reasoning to justify the approach taken.</p>	
<ul style="list-style-type: none"> • Does the DPD contain any policies or proposals which are not consistent with national policy and, if so, is there local justification? • Does the DPD contain policies that do not add anything to existing national guidance? If so, why have these been included? 	<p>It is not considered that the Local Plan contains policies which are not consistent with national policy.</p> <p>The policies set out within the Local Plan are considered justified to aid the implementation of national policies at a local level. The plan has been developed to work in parallel with national policy and can readily respond to changes.</p>

Planning policy for traveller sites

Planning Policy for Traveller Sites was published in 23 March 2012 and came into effect on 27 March 2012. Circular 01/06: Planning for Gypsy and Traveller Caravan Sites and Circular 04/07: Planning for Travelling Showpeople have been cancelled. Planning Policy for Traveller Sites should be read in conjunction with the National Planning Policy Framework, including the implementation policies of that document.

The government's aim in relation to planning for traveller sites is:

To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers whilst respecting the interests of the settled community'.

Government's aims in respect of traveller sites are:

- That local planning authorities (LPAs) make their own assessment of need for the purposes of planning
- That LPAs work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- Plan for sites over a reasonable timescale
- Plan-making should protect green belt land from inappropriate development
- Promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites
- Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.

In addition local planning authorities should:

- Include fair, realistic and inclusive policies
- Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- Reduce tensions between settled and traveller communities in plan-making and decision-taking
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Have due regard to protection of local amenity and local environment

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
Policy A: Using evidence to plan positively and manage development (para 6)	
Early and effective community engagement with both settled and traveller communities.	The Redcar & Cleveland Gypsy and Traveller Accommodation Assessment 2015 is considered to have been prepared with effective engagement of the local Gypsy and Traveller community.
Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.	The Gypsy and Traveller Accommodation Assessment is considered to have been prepared with effective engagement of the local Gypsy and Traveller community in order to properly understand the accommodation needs within the borough.
Policy B: Planning for traveller sites (paras 7-11)	
<p>Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in your area, working collaboratively with neighbouring LPAs.</p> <p>Set criteria to guide land supply allocations where there is identified need.</p> <p>Ensure that traveller sites are sustainable economically, socially and environmentally.</p>	<p>The Gypsy and Traveller Accommodation Assessment identifies the requirement for pitches to address accommodation needs within the Borough. Policy H7 allocates land for a minimum of 9 pitches by 2032. It also includes a criteria based policy for other proposed sites, which includes criteria relating to the sustainability of these sites.</p> <p>The selected site allocation and other reasonable alternatives are appraised as detailed within the SA Report.</p>
Policy C: Sites in rural areas and the countryside (para 12)	

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
<p>When assessing the suitability of sites in rural or semi-rural settings LPAs should ensure that the scale of such sites do not dominate the nearest settled community.</p>	<p>Policy H7 requires that proposals for new sites be of reasonable scale and to not over-dominate the closest settlement.</p>
<p>Policy D: Rural exception sites (para 13)</p>	
<p>If there is a lack of affordable land to meet local traveller needs, LPAs in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers' sites.</p>	<p>There is no identified need to allocate land solely for an affordable site.</p>
<p>Policy E: Traveller sites in Green Belt (paras 14-15)</p>	
<p>Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development.</p> <p>Exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site ... should be done only through the plan-making process.</p>	<p>There is no Green Belt designation within the Redcar and Cleveland area.</p>
<p>Policy F: Mixed planning use traveller sites (paras 16-18)</p>	
<p>Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and</p>	<p>Mixed residential and business use sites are not precluded by Policy H7, providing the health and well-being of occupiers is not compromised.</p>

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
amenity of the occupants and neighbouring residents.	
Policy G: Major development projects (para 19)	
Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.	It is not proposed or expected that a major development proposal will require the relocation of a traveller site.

Integration of marine and terrestrial planning

As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with that of some terrestrial plan. Local authorities with any tidal frontage, even if far inland and not conventionally regarded as coastal, must therefore take full account of the MMO, the MPS and marine plans under S.58 of the Marine and Coastal Access Act and the Duty to Co-operate in Section 110 of the Localism Act 2011. A full list of the local planning authorities whose areas overlap with the UK marine area appears in Appendix One.

Furthermore, the Duty to Co-Operate requires all local planning authorities, even if landlocked, to take account, where relevant, of the MMO's plans and activities when preparing their Local Plans. Finally, the NPPF requires LPAs to take the MPS into account under the tests of soundness (specifically, to test if an emerging DPD is consistent with national policy, which includes the MPS).

The Marine and Coastal Access Act 2009 (the Act) provided for the introduction of a marine planning system for England's inshore and offshore marine area, establishing the Secretary of State as the Marine Planning Authority for these areas. The Act also provided for the establishment of the Marine Management Organisation (MMO) and for the Secretary of State to delegate various planning functions. The planning functions including preparation and review were delegated to the MMO in 2010. The Act also provided for the adoption of the UK Marine Policy Statement (MPS). The MPS was adopted on 18 March 2011 and provides the policy framework for marine planning and for all decisions likely to affect the marine area.

There are eleven plan areas in English waters, for each of which a Marine Plan will be prepared by the MMO and adopted by the Secretary of State for the Environment, Food and Rural Affairs.

In practical terms, all activities undertaken in the marine area require land based infrastructure, without which our ability to benefit economically and socially from activities in the marine area would be extremely limited.

The UK Government's vision for the marine environment, as articulated in the MPS, is:

'clean, healthy, safe, productive and biologically diverse oceans and seas'.

In the absence of a marine plan prepared by the MMO and adopted by the Secretary of State the MPS is the relevant marine policy document. Where a marine plan has been adopted both the MPS and the Marine Plan are relevant marine policy documents for the marine plan area.

Soundness Self-Assessment Checklist (April 2017)

As articulated in the Marine and Coastal Act and the MPS, the Government aims for the MPS and marine planning systems to sit alongside and interact with existing planning regimes across the UK. Specifically, s.58 of the Marine and Coastal Access Act requires all¹ public bodies to:

- take authorisation or enforcement decisions that affect or might affect the UK marine area in accordance with the MPS and relevant Marine Plans, unless relevant considerations indicate otherwise
- state their reasons where authorisation or enforcement decisions are not taken in accordance with the MPS and relevant Marine Plans
- have regard to the MPS and relevant Marine Plans when taking decisions that affect or might affect the UK marine area which are not authorisation or enforcement decisions²

In addition, the MPS seeks integration of marine planning and the terrestrial planning system through:

- Consistency between marine and terrestrial policy documents and guidance
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions

These aims are further supported by footnote 36 in the NPPF.

¹ Like the Duty to Co-Operate, no distinction is made by the Marine and Coastal Access Act between public authorities with a tidal frontage and those without. Emphasis is placed on the likelihood of the decision being made affecting the marine area.

² For example, decisions about what representations they should make as a consultee or about what action they should carry out themselves.

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
Key requirements under the Duty to Co-Operate	
Consistency between marine and terrestrial policy documents and guidance	The Local Plan is considered to be compliant with the Marine and Coastal Access Act 2009, the Marine Policy Statement and Marine Licensing, as detailed in the Plan introduction.
Liaison between respective authorities responsible for terrestrial and marine planning, including in plan development, implementation and review stages	The Council has liaised with the Marine Management Organisation during the preparation of the plan and this is detailed in the Duty to Cooperate Statement.
Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions	The sharing of evidence and relevant data with other responsible authorities has been detailed in the Duty to Cooperate Statement.
Marine Policy Statement- Chapter 2: General Principles for Decision-Making³	
Sections 2.1 -2.2: The UK vision for the marine environment	
<p>The UK vision for the marine environment ('clean, healthy, safe, productive and biologically diverse oceans and seas')</p> <p>Achieving the vision through marine</p>	<p>The Local Plan contributes to achieving this vision through Policy SD7 Flood and Water Management, which seeks to ensure that the discharge of drainage systems does not adversely impact on the water quality of receiving water bodies and that new development improves water quality where possible.</p> <p>Policy N4 seeks to protect internationally important sites for biodiversity and geodiversity. These include the Teesmouth and Cleveland Coast Special Protection Area, Ramsar Site and European</p>

³ As the Marine Policy Statement was not targeted specifically at terrestrial planning authorities, some of its sections are, in practice, relevant to marine planning authorities only and/or there is already a comprehensive policy framework governing terrestrial development (e.g. energy infrastructure), Where this is considered to be the case, i.e. where it is considered likely that a terrestrial planning DPD would be found sound without referencing that section, the section in question has been omitted from this checklist.

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
planning	Marine Site.
Section 2.4: Considering benefits and adverse effects in marine planning	
Consider benefits and adverse effects of plan policies	The potential benefits and adverse effects of the policy options has been assessed and detailed in the SA Report. The Implementation and Monitoring Framework sets out indicators for the monitoring of the effects of the plan, which will be reported in the AMR.
Section 2.5: Economic, social and environmental considerations	
Contribute to the objectives of relevant EU Directives (Marine Strategy Framework Directive and Water Framework Directive)	<p>The relationship between the Local Plan and the objectives of other relevant legislation, plans and policies has been considered within the SA.</p> <p>Policy SD7 is in accordance with the overall objective of the Water Framework Directive, to achieve good ecological status and prevent deterioration in the status of all water bodies.</p>
Marine Policy Statement- Chapter 3: Policy Objectives for Key Activities	
3.1 Marine Protected Areas	
<p>Incorporate identified areas and features of importance for nature conservation</p> <p>Activities or developments that may result in adverse impacts on biodiversity should be designed or located to avoid such impacts</p>	<p>Policy N4 identifies areas that are important for biodiversity and geological conservation and prioritises the protection of internationally important site, which include the Teesmouth and Cleveland Coast Special Protection Area, Ramsar site and European Marine Site.</p> <p>Policy N4 also requires that biodiversity and geodiversity protection and enhancement measures are incorporated into the design of development proposals and that detrimental impacts are avoided or mitigation or compensation provided.</p> <p>Policy LS4 South Tees Spatial Strategy includes the aim for the enhancement of the environmental quality of the River Tees and coastline and to protect European sites and safeguard and improve</p>

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
	sites of biodiversity interest along the River Tees and the estuary.
3.4 Ports and shipping	
<p>Take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety</p> <p>Protect the efficiency and resilience of continuing port operations</p>	<p>There is no specific policy on this issue but the Local Plan has recognised the importance of shipping activity and Policy TA3 seeks to support and encourage the sustainable development of Teesport, which will involve and increase in shipping activity.</p> <p>Policy LS4 also includes the aim to support the expansion of the port sector.</p>
3.8 Fisheries	
<p>Consider potential economic, social and environmental impacts of other developments on fishing activity</p>	<p>There is no Plan policy specifically on this issue. Although the general economic, social and environmental impacts of the Plan have been considered in the SA.</p>
3.9 Aquaculture	
<p>Consider the benefits of encouraging the development of efficient, competitive and sustainable aquaculture industries</p>	<p>N/A</p>
3.10 Surface water management and waste water treatment and disposal	
<p>Maximise opportunities for co-existence of waste water infrastructure with other activities in the marine environment</p>	<p>Policy SD7 Flood and Water Management includes requirements for discharge from drainage systems to not adversely impact on the water quality of receiving water bodies, thus limiting the impact of waste water discharge on other activities requiring good water quality.</p>

Soundness Self-Assessment Checklist (April 2017)

Policy Expectations	Evidence Provided
3.11 Tourism and recreation	
Consider the potential for tourism and recreation in the marine environment and the benefits this will bring to the economy and local communities	<p>Policy LS2 sets out the Spatial Strategy for the Coastal area of the borough. This policy seeks to support and grow the visitor and tourism economy in the coastal areas, particularly in Redcar and Saltburn.</p> <p>ED 9 Leisure and Tourism Developments seeks to support leisure and tourism development across the borough and recognises the particular importance of enhancing the visitor facilities on the sea front in both Redcar and Saltburn, to capitalise on the opportunities of the coastal environment.</p>

Appendix One

This is an alphabetical list of all local planning authorities in England whose area overlaps with the UK marine area.

Adur	Carlisle	City of Westminster	Exmoor National Park
Allerdale	Castle Point	Colchester	Fareham
Arun	Chelmsford	Copeland	Fenland
Babergh	Cheshire West and Chester	Cornwall	Fylde
Barking and Dagenham	Chichester	County Durham	Gateshead
Barrow-in-Furness	Chorley	Dartford	Gloucester
Basildon	Christchurch	Doncaster	Gosport
Bassetlaw	City of London	Dover	Gravesham
Bexley	City of Brighton and Hove	East Cambridgeshire	Great Yarmouth
Blackpool	City of Bristol	East Devon	Greenwich
Boston	City of Kingston upon Hull	East Lindsey	Halton
Bournemouth	City of Peterborough	East Riding of Yorkshire	Hambleton
Broadland	City of Plymouth	Eastbourne	Hammersmith and Fulham
Broads Authority	City of Portsmouth	Eastleigh	Hartlepool
Canterbury	City of Southampton	Exeter	Hastings

Soundness Self-Assessment Checklist (April 2017)

Havant
Havering
Horsham
Hounslow
Huntingdonshire
Ipswich
Isle of Wight
Isles of Scilly
Kensington and Chelsea
King's Lynn and West Norfolk
Lake District National Park
Lambeth
Lancaster
Lewes
Lewisham
Liverpool
Maidstone
Maldon
Medway
Middlesbrough
New Forest
New Forest National Park
Newark and Sherwood
Newcastle upon Tyne
Newham
North Devon
North East Lincolnshire
North Lincolnshire
North Norfolk
North Somerset
North Tyneside
North York Moors National
Park
Northumberland
Norwich

Poole
Preston
Purbeck
Redcar and Cleveland
Richmond upon Thames
Rochford
Rother
Scarborough
Sedgemoor
Sefton
Selby
Shepway
South Cambridgeshire
South Downs National Park
South Gloucestershire
South Hams
South Holland
South Lakeland
South Norfolk
South Ribble
South Somerset
South Tyneside
Southend-on-Sea
Southwark
Stockton-on-Tees
Stroud
Suffolk Coastal
Sunderland
Swale
Taunton Deane
Teignbridge
Tendring
Test Valley
Thanet
Thurrock

Tonbridge and Malling
Torbay
Torrige
Tower Hamlets
Wandsworth
Warrington
Waveney
Wealden
West Devon
West Dorset
West Lancashire
West Lindsey
West Somerset
Weymouth and Portland
Winchester
Wirral
Worthing
Wyre
York