



Redcar & Cleveland Local Plan Adopted May 2018

Develop great places to live
Grow our economy and create more jobs



Improve quality of life





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Foreword

Introduction to the Redcar & Cleveland Local Plan

The Redcar & Cleveland Local Plan sets out the vision and overall development strategy for the Council's area and how it will be achieved for the period until 2032. It is the most important planning document in the borough and is the result of a long process of preparation that has involved all parts of the Council.

Redcar and Cleveland is a borough of many contrasts with a scenic coastline and attractive countryside bordering the North York Moors National Park, sitting alongside the industrial complexes of Wilton International and Teesport. The borough benefits from many natural assets, popular coastal resorts, the ancient market town of Guisborough and a strong industrial heritage. Yet Redcar and Cleveland has also faced significant challenges such as the decline in its traditional employment base and the cessation of steel making in Redcar, a reducing population and increasing urban disadvantage.

The Local Plan provides the policy framework to meet these challenges and to deliver sustainable development across the borough. It is an ambitious strategy that strikes a balance between protecting our natural and historic environments and providing an attractive place to live, while still supporting the economic growth that is necessary for the borough and its businesses and residents to prosper.

The preparation of the Local Plan has followed a long and detailed process that has included the preparation of a detailed evidence base and numerous stages of consultation. I would like to thank all of the local residents and businesses, councillors and other interested parties who have contributed to this process and the successful adoption of a Local Plan that will deliver a bold vision for the future of Redcar and Cleveland.

Cllr Bob Norton
Cabinet Member for Economic Growth





I INTRODUCTION

Setting the Context

National planning policy

- I.1** The Government is reforming the planning and economic development landscape. This presents a major opportunity for local government to seize the agenda for its communities, but with it comes new responsibilities that run in tandem with an unprecedented tightening of public spending and an economy emerging from recession.
- I.2** The future economic growth potential and the strength of recovery will vary by location, but will reflect some of the potential characteristics that are likely to define recovery.
- I.3** The requirements of the new public sector efficiency ethos to deal with spending cuts requires local authorities to be more challenging and enterprising in their approach to economic development in the future, especially in relation to skills and enterprise development, social enterprise, growth sectors and the low carbon economy. To be successful, local economies need to act quickly to consider these alternatives; yet it is crucial that our response is grounded against the backdrop of a clear, coherent strategic vision, in order that we increase resilience and sustainability.
- I.4** The Localism Act 2011 brought about significant changes to the planning system that had been in operation since 2004. The upper 'regional' tier of plan making has been abolished, and Regional Spatial Strategies are no longer in effect. At the same time, a new 'neighbourhood' level of planning has been introduced, which provides parish councils and neighbourhood development forums with the opportunity to prepare a 'neighbourhood development plan' as part of the statutory development plan.
- I.5** There have also been significant changes to national policy. The National Planning Policy Framework (NPPF) has been introduced, which condenses and streamlines national planning policy from numerous Planning Policy Statements, Planning Policy Guidance notes and circulars, into one significantly shorter document. Under the NPPF, local planning authorities are encouraged to move away from a Local Development Framework approach, under which several documents together form the Local Development Plan, to a Local Plan approach where all the relevant spatial and land use policies are combined within one document.
- I.6** The NPPF recognises that local plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. In doing this, local plans should set out the strategic priorities for the area, including policies to deliver housing, employment, retail, leisure, infrastructure

and the conservation and enhancement of the natural and historic environment. Critically, local plans should plan positively to meet the objectives, principles and policies of the NPPF and be based upon an up-to-date and relevant evidence base to ensure that the identified needs of the area will be met.

I.7 The Redcar & Cleveland Local Plan has, therefore, been shaped by many national and local policies and documents. Figure I sets out the key influences on the Local Plan.

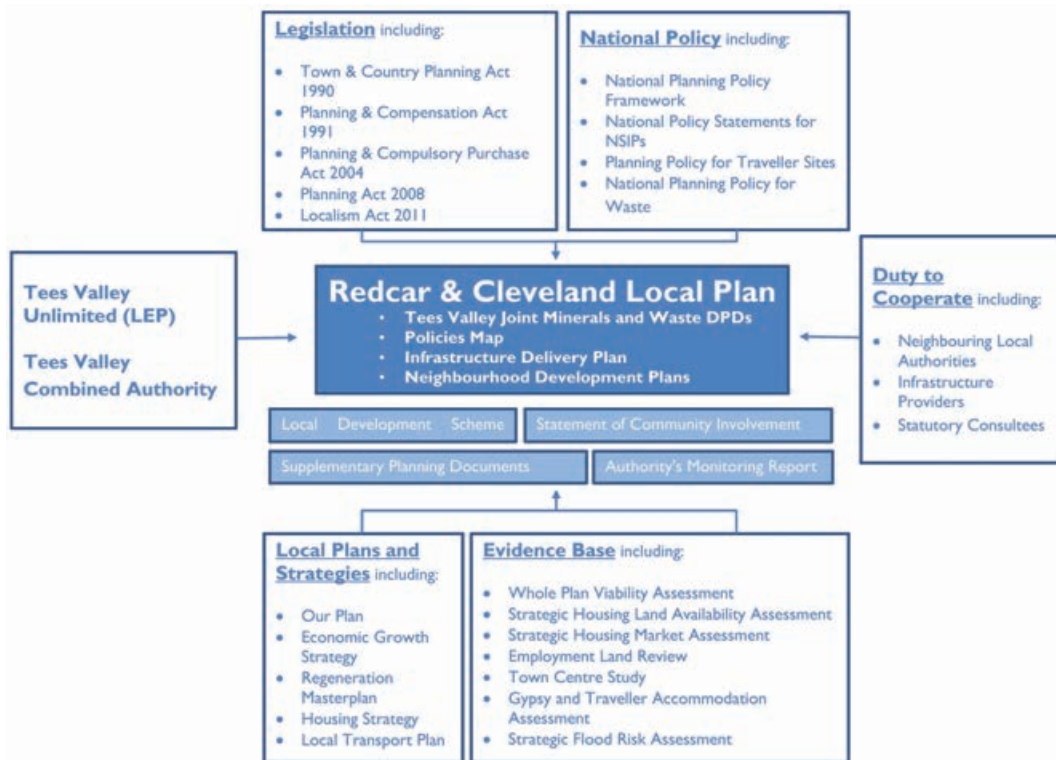


Figure I Local Plan - Key documents and influences

Our response

I.8 The NPPF re-emphasises the importance of having a plan-led system and that local plans play an underpinning role in delivering sustainable development and supporting economic growth. It underlines the importance of having an up-to-date local plan and its vital role in shaping the future of our local area.

I.9 We have prepared this Local Plan using a comprehensive evidence base, in order to make sure our approach can be justified. We have also taken into account the comments made during the consultation on the Draft Local

Plan, which took place between June and August 2016, and the Publication Local Plan, December 2016 and January 2017, making changes to our approach where appropriate.

- I.10** The Council has prepared an Infrastructure Delivery Plan (IDP) to sit alongside the Local Plan. The IDP outlines some of the infrastructure (such as transport, schools, health services and open space) that is needed to help new communities prosper.
- I.11** In order to comply with the Localism Act and the NPPF, the Local Plan has been prepared in accordance with the Duty to Co-operate. This means that we have involved specific consultees in preparing the document, including neighbouring and nearby local authorities, statutory consultees and infrastructure providers. The full list of bodies included within the Duty to Co-operate is specified in the Town and Country Planning (Local Planning) (England) Regulations 2012.

Marine Planning

- I.12** 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 Management Organisation (MMO) 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.
- I.13** 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 MMO to ensure that the Local Plan and its implementation are consistent with the marine planning process and will support the UK vision for clean, safe, productive and biologically diverse oceans and seas.

Spatial Portrait

- I.14** Redcar and Cleveland is situated in the north east of England and, at 24,490 hectares (93 square miles), is the largest borough in the Tees Valley. The borough is located south of the River Tees, with a total population of 135,200⁽¹⁾. The Redcar & Cleveland Local Plan will not cover the whole of the borough; the part that is within the North York Moors National Park is covered by a separate plan prepared by the National Park Authority.

¹ Source: Census 2011

- 1.15** Redcar and Cleveland is an area of immense contrasts and includes the vast industrial complexes of Wilton International, the steel industry and Teesport, as well as the attractive coastal resorts of Redcar, Marske and Saltburn, the ancient market town of Guisborough and scenic countryside edging the North York Moors National Park.
- 1.16** Redcar is the largest town in the borough. The urban area of Greater Eston, four miles west of Redcar, includes the settlements of Normanby, Ormesby, Nunthorpe, Eston, South Bank, Grangetown, Teesville and Lazenby, and immediately borders the Middlesbrough administrative area. Between Redcar and Greater Eston, the chemical plants at Wilton International and other heavy industries dominate the area. South of Redcar, Marske and Saltburn along the coast, are a number of smaller towns and villages in the rural area, including Brotton, Loftus and Skelton. Inland from the coast is Guisborough market town, which borders the National Park. Beyond the main settlements of the borough are a number of small villages, principally located within the East Cleveland countryside.
- 1.17** The coastline south east of Saltburn is designated as a Heritage Coast due to its scenic quality and undeveloped characteristics. Visitors to the area are attracted to the beaches, traditional seaside resorts, attractive coastal walks and countryside bordering the National Park. The borough includes a wealth of internationally, nationally and locally important nature conservation sites. South Gare and Coatham Sands SSSI and Redcar Rocks SSSI are also part of the 'Teesmouth and Cleveland Coast' Ramsar site and Special Protection Area protected by international legislation. The special cultural qualities of the area have been influenced by its unique past, particularly its industrial and maritime history which has influenced the growth of the area.
- 1.18** The traditional employment base of Redcar and Cleveland has been manufacturing based on steel, chemicals and heavy engineering. However, over recent decades, there has been a decline in these industries which has impacted upon many communities in the borough and the north east, resulting in areas of urban deprivation and a declining population. The chemical industry, mainly based at Wilton International, is a vitally important part of the local, regional and national economy. Despite the cessation of steel making in Redcar, the steel sector continues to be an important part of the local economy. Teesport is one of the largest freight ports in the UK, a major employer in the borough and a key economic asset for the Tees Valley. The port forms part of a wider logistics sector which has expanded in recent years and has the potential for further growth.
- 1.19** Redcar is the borough's main retail and commercial centre, serving a wide catchment area as well as being a popular seaside resort for day visitors. Recent improvements to the seafront include an improved promenade alongside the Redcar Beacon and the Palace Hub. There is a pedestrianised

High Street that links with Regent Walk to provide the focus for the primary shopping area. However, there are still some parts of the town centre that are characterised by vacancies and a poor environment. These issues continue to raise concerns for the long-term vitality of parts of the town centre. Redcar is a relatively vibrant town, although it includes areas suffering from urban deprivation in need of regeneration.

- I.20** The settlements of Eston, South Bank, Ormesby, Normanby and Grangetown comprise the most built-up part of the borough. The expansion of this area from farmsteads was driven by the discovery of ironstone in the 1850s and by its location, close to the mouth of the River Tees and next to the newly industrialised areas around Middlesbrough. Today, some parts of this area have experienced socio-economic decline due to job losses associated with the declining manufacturing industries, which has manifested itself in problems such as population decline, poor retail and service provision, unemployment, multiple deprivation and environmental degradation. Major regeneration schemes have been focused on parts of the area, particularly South Bank and Grangetown, and we have been successful in delivering a new district centre at Low Grange Farm. However, significant challenges remain and the Council and its partners will continue to work jointly to address the issues associated with the operation of the housing market, the economic and regeneration context and transportation.
- I.21** The historic market town of Guisborough is an important centre serving a large rural hinterland. It is the ancient capital of Cleveland, has an historic core which is a conservation area and includes the remains of the 12th century ruined Gisborough Priory. The town is an attractive and important centre for retail, other services and employment. In East Cleveland, a number of towns and villages include local facilities and services, which serve the surrounding communities. However, some are now failing to function as local and district centres due to shop closures, high vacancy rates, few employment opportunities and poor environmental quality.
- I.22** The borough includes two passenger rail links, one linking Saltburn, Marske and Redcar to Middlesbrough, and another linking Nunthorpe to Middlesbrough and Whitby along the Esk Valley line. The A174 and the A66 provide the main road links in the urban areas of the borough. Both roads eventually link through to the A19(T) to the west. Guisborough is linked by the A171, which is the main road connecting Whitby to Middlesbrough. A network of minor roads connects the small villages. Bus services provide a reasonable public transport network around the borough and into neighbouring areas.

Demographic Portrait

- 1.23** Since 1981, Redcar and Cleveland has generally had a steadily declining population. The Census has confirmed the following key demographic trends for Redcar and Cleveland between 2001 and 2011:
- population decline of 2.8% with continuing net out-migration;
 - household growth of 3.8% (approximately 2,160 households);
 - relatively low population increase through natural change (the difference between birth and death rates); and
 - increasing population imbalance with an increasing proportion of people of state-pension age.
- 1.24** The Census estimate shows that the population of the borough fell by 3,900 in the 10 years to 2011, from 139,100 to 135,200, equivalent to a loss of 390 residents per year. This was against the backdrop of a rising population in the UK (+7%) and, to a lesser extent, north east England (+2.2%) and the Tees Valley (+1.6%).
- 1.25** Redcar and Cleveland was the sixth highest, and one of just sixteen local authority areas in England and Wales, to lose population during the inter-census period. Although the decline has slowed since the 1990s, the national rate of population growth was also lower during that period. The population decline is primarily due to net out-migration which, while reducing, still exceeded the rate of natural change.
- 1.26** 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.
- 1.27** The historical decline is due to people continuing to leave the area, including for employment reasons and, locally, an established westward population drift within the Tees Valley from Middlesbrough and Redcar and Cleveland to Stockton and Darlington. There is also an outflow of households from the Tees Valley into North Yorkshire, particularly Hambleton.
- 1.28** With more people living alone and for longer, household growth is a key driver of housing need and demand across the country. Census estimates indicate that, between 2001 and 2011, average household size in the borough reduced from 2.4 to 2.25 people per household, which is the lowest in the Tees Valley. The average household size reduction (6.3%) was the highest in the sub-region.

- I.29** Household growth in the borough is primarily being driven by the increase in single-person households and, in particular, the growing retirement-age population, with the proportion of younger people falling. The statistics reflect the higher proportion of retired households, which tend to be smaller than those of working-age.
- I.30** The Census shows that the number of households in the borough increased from 57,460 in 2001 to 59,615 in 2011 (up 3.8%) with the number of dwellings increasing by 3.4%, from 59,940 to 61,390. Meanwhile, the proportion of vacant property fell from 4.1% to 3.8%, which partly reflects high levels of housing clearance through market renewal programmes.

Key Issues

- I.31** Whilst we are still recovering from recession, the economic landscape remains fragile, and it is clear we face the prospect of large reductions in public expenditure in the coming years. Growth in the late 20th and early 21st centuries was largely driven by consumerism, credit and the public sector. There is a need to rebalance the economy and look at how we can use our assets in different ways. In particular, we will need to look primarily towards the private sector to generate jobs to replace those lost in the public sector. With a smaller role for the state, this will require the development of innovative approaches.
- I.32** Future growth may be less dependent on the retail sector and financial services. It is likely to be driven far more by low carbon technologies and manufacturing, increased social enterprise, tourism, adapting to increased flood risk, energy and food security, a rapid shift in consumption patterns and by efficient use of natural resources. We do know that the future is very uncertain, with the likelihood of rapid technological and social changes, which themselves could drive growth. We need increasingly to look outwards to the rest of the UK, but also Europe and globally for opportunities and solutions.
- I.33** We have our Regeneration Masterplan, the delivery of which is being reinforced through a new Economic Growth Strategy for the borough. We have prepared this Local Plan in order to provide a clear spatial direction on how we intend to support the delivery of this strategy and create a more adaptable and resilient Redcar and Cleveland.
- I.34** It is essential we focus on where it makes sense to advocate and address issues across the borough, and not attempt to replicate activity that is more appropriate at a national or sub-regional level. We recognise that it is an increasingly competitive world, but it is important that our achievements and aspirations also complement those of our nearest neighbouring areas,

recognising the wider ambitions for the Tees Valley. Our growth must be mutually reinforcing (not competitive) growth for the overall benefit of the Tees Valley.

- I.35** This means we must focus on the most important strategic priorities for Redcar and Cleveland, be aspirational, positive and add value. In practice, this means that activity has to:
- be clearly grounded in evidence;
 - focus on the most important strategic priorities for the Tees Valley and the supporting actions required;
 - add value and be specific;
 - promote a joined-up approach based on partnership working, alignment of funding and stakeholder involvement; and
 - support the integration of economic, environmental and social priorities, and not breach environmental limits.

Regeneration Masterplan and Economic Growth Strategy

- I.36** The Council has recognised the need to improve the physical and economic development of the borough. To stimulate this growth, we created the Regeneration Masterplan in 2010. The Masterplan, which became adopted policy in 2011, is a 15-year vision for the economy that sets out spatial strategies covering the whole borough, supported by a range of projects that are aimed at stimulating the local economy by improving the quality of the environment and delivering jobs and business growth. Many of the initial projects focused on developing the seafront, amenities and business space in Redcar. Activity has since focused more on borough-wide programmes and a range of activities in South Tees, East Cleveland and Greater Eston.
- I.37** After 5 years of the Regeneration Masterplan, the Council began a review of our approach to economic development in order to identify progress to date and to consider how to move forward given the major shifts in the political and economic climates since 2010. The “Economic Growth Strategy” is our strategic approach to economic development, identifying what we have achieved and what the most appropriate activities should be to diversify and grow our future economy. The Growth Strategy builds on the Regeneration Masterplan but takes a broader, less physical regeneration approach, setting out the how the many stakeholders affecting our economy can improve our borough and its economic performance.

Redcar and Cleveland Housing Strategy

- I.38** The Redcar and Cleveland Housing Strategy is the overarching document that sets out our shared aims and objectives for improving the quality, availability and accessibility of housing in the borough. The strategy was

developed with the Redcar and Cleveland Housing Partnership, which is the key body for co-ordinating and agreeing all strategic housing issues affecting the borough.

I.39 In order to ensure delivery of these objectives, the Housing Partnership identified six strategic aims as the framework for the strategy, namely:

- addressing housing market failure;
- delivering new homes for current and future residents;
- raising standards within the existing housing stock;
- increasing the supply of affordable housing;
- ensuring that our housing enables people to live independently; and
- minimising carbon emissions from housing and promoting the highest quality of design.

I.40 The Local Plan is a key element in the delivery of our housing strategy, particularly in identifying the future housing requirements for the borough and allocating land sufficient to meet those needs. The plan also sets out the Council's policies in relation to affordable housing and the type and mix of housing generally required upon sites.

Sub-regional context

Tees Valley Unlimited

I.41 Tees Valley Unlimited (TVU) is the Local Enterprise Partnership (LEP) delivering economic growth to the whole of the Tees Valley area. The LEP is a cross-sector partnership with membership drawn from the public sector⁽²⁾, the private sector, as well as higher and further education, whose vision is to promote and develop economic growth in the Tees Valley. Being one of the first Local Enterprise Partnerships in the country to gain Government approval, TVU has, since its inception in 2011, forged a reputation for tackling the existing perceptions of the area, engaging with the business community and promoting Tees Valley as the place to invest. In the last 5 years, TVU have secured a significant amount of Government funding which has helped businesses across a wide range of sectors.

I.42 TVU published the Strategic Economic Plan (SEP) in 2014, setting out its proposals to generate growth through to 2025. The overarching aim of the SEP is to work collaboratively to build on competitive advantages and remove barriers to growth, thus facilitating the creation of 25,000 new jobs and £1 billion extra into the economy over the next decade. Following the creation of the Tees Valley Combined Authority, the SEP will be refreshed.

² the five Constituent Authorities include Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland, and Stockton-On-Tees Borough Councils

Tees Valley Combined Authority

- I.43** Tees Valley Combined Authority is a new body created in April 2016 to drive economic growth and job creation in the area. It harnesses the economy-boosting powers of Tees Valley's five local councils and TVU to elevate partnership working between the public and private sector to a new level, in order to create an even more effective approach to building a stronger Tees Valley. The five local authorities unite under the Combined Authority to make decisions on key strategies relating to economic development, transport, infrastructure and skills. It creates a single voice for the area on these key matters, providing greater power and resources for the Tees Valley area. The Combined Authority is a statutory body giving Government the certainty of structure and accountability that is necessary to devolve more significant amounts of money and levels of decision making. The new body will build on the firm economic foundations that have been established by TVU, which now is an integral part of the Combined Authority.
- I.44** In recognition of the strengthened governance system, Government have devolve powers through the Tees Valley Combined Authority (Function) Order 2017. The directly elected Mayor of Tees Valley acts as Chair to the Tees Valley Combined Authority and exercises the following devolved functions:
- Responsibility for a consolidated transport budget; and
 - Creation of new Mayoral Development Corporations, which has already included the South Tees Development Corporation, and leadership of a land commission to examine what publicly owned land and other key strategic sites should be vested in the development corporation.
- I.45** The Tees Valley Combined Authority, working with the Mayor, will exercise the following powers devolved to it:
- Creation of a Tees Valley Investment Fund, bringing together funding for devolved powers and used to deliver a 30 year programme of transformational investment in the region;
 - Control of a new £15 million a year funding allocation over 30 years, to be included in the Tees Valley Investment Fund and invested to boost growth;
 - Leadership of the comprehensive review and redesign of the education, skills and employment support system in Tees Valley; and
 - Responsibility for a devolved approach to business support from 2017, to be developed in partnership with Government.
- I.46** Further powers may be agreed over time and included in future legislation.

Vision and Approach

- I.47** We have a very clear vision of what we want Redcar and Cleveland to be like in 15 years' time, and what this means for different parts of the borough. We are determined to achieve this vision by securing sustainable growth across the borough:

Vision for Redcar and Cleveland

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

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

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

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

Evidence

- I.48** A comprehensive evidence base has been developed over the last few years, with wide engagement from partners and stakeholders across the borough and the Tees Valley. We have sought to ensure that all the priorities and policies in this document are clearly linked to what the evidence base tells us.
- I.49** The key pieces of evidence used in preparing the Local Plan include:
- Redcar & Cleveland Strategic Housing Market Assessment, Volumes 1 & 2, and Volume 2 Update (2016);

- Redcar & Cleveland Draft Local Plan: Housing Land Supply and Allocations Background Evidence Paper (2016);
- Redcar & Cleveland Strategic Housing Land Availability Assessment (2016);
- Redcar & Cleveland Five Year Housing Land Supply Assessment 2016/17-2020/21 (2016);
- Whole Plan Viability Testing - Redcar & Cleveland Local Plan (2013, updated 2016);
- Redcar & Cleveland Economic Growth Strategy (2016);
- Redcar & Cleveland Regeneration Masterplan (2010);
- Redcar & Cleveland Regeneration Masterplan Delivery Plan 2012 - 2017;
- Redcar & Cleveland Gypsy and Traveller Accommodation Assessment (2015);
- Redcar & Cleveland Town Centre Study (2016);
- Redcar & Cleveland Visitor Destination Plan (2014);
- Renewable and Low Carbon Study for the Borough of Redcar and Cleveland (2015);
- Redcar & Cleveland Employment Land Review (2016);
- Redcar & Cleveland Borough Council Strategic Flood Risk Assessment (2016);
- North Yorkshire, York and Lower Tees Valley Historic Landscape Characterisation (2010);
- Redcar & Cleveland Open Space Assessment (2016);
- Redcar & Cleveland Borough Council Leisure Provision Strategy (2011);
- Redcar & Cleveland Borough Council Playing Pitch Strategy (2015);
- Redcar & Cleveland Local Wildlife and Geological Sites (2015);
- Redcar & Cleveland Countryside Strategy (2015-2020);
- Tees Valley Geodiversity Action Plan (2011); and
- Guidelines for the Selection of Local Wildlife Sites in the Tees Valley (2010).

1.50 The full evidence base can be found at www.redcar-cleveland.gov.uk/localplan.

Sustainability Appraisal and Habitats Regulations Assessment

1.51 The Local Plan must be subject to ongoing Sustainability Appraisal (SA) throughout its preparation, including specific consideration of environmental, health, equalities and rural impacts. This seeks to identify the likely impacts and how they might be addressed to ensure the effectiveness of this document in achieving economic, social and environmental goals. The SA has been used in a proactive way to help shape emerging themes, objectives and actions. The SA report has been published alongside the Local Plan.

- I.52** 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 HRA report has been published alongside the Local Plan.

Engagement

- I.53** The Local Plan has been developed in close consultation and collaboration with a range of organisations and individuals from the public, private and voluntary sectors.
- I.54** The first main consultation exercise on the new Local Plan was during the summer of 2015 on the Local Plan Scoping Report. This was used to help identify the issues we needed to address through the Local Plan and led to agreement on the outcomes to be achieved, the underpinning values, and the thematic and spatial priorities. There was a strong and positive response to the process and we have taken the results into account in developing this document.
- I.55** We undertook further consultation on the Draft Local Plan over 6 weeks between 27th June and 8th August 2016. All of the comments received and issues raised were taken into account in preparing the Local Plan, which was subject to a period of consultation from 6 December 2016 and 31 January 2017.
- I.56** Full details of the consultation of all stages of the Local Plan , including summaries of the comments received, our responses to the comments, and the changes made in preparing the Local Plan, can be found in the associated Reports of Consultation.

Viability

- I.57** The NPPF requires local authorities to consider viability in both plan-making and decision-taking. The viability of local planning policy, therefore, must be a key consideration in the preparation of our Local Plan.
- I.58** We have used independent consultants to advise us on the viability of the policies in the Publication Local Plan, through the preparation of a Whole Plan Viability Testing report (available at www.redcar-cleveland.gov.uk/localplan).

Themes

1.59 It is important that the Local Plan is fully aligned with the aims and objectives of the Council's corporate plan. "Our Plan 2015 - 2017" set out the priorities for the borough when the Local Plan was being prepared and focused on the delivery of three key outcomes:

- grow our economy and create more jobs;
- develop great places to live; and
- improve quality of life.

1.60 The Local Plan has taken these outcomes and shaped the development strategy and planning policies around them.

Outcome I: Grow our economy and create more jobs

Local Plan Priorities

- Safeguard existing businesses and support them to grow
- Secure inward investment
- Get local people into jobs

1.61 The Council has prepared an Economic Growth Strategy which seeks to reinforce the delivery of the Council's Regeneration Masterplan. The strategy seeks to accelerate diversification and growth of local economic activity through a clear focus on economic development priorities and outcomes. This economic growth focus complements and reinforces the broader set of outcomes encapsulated in the Regeneration Masterplan. It provides a framework for prioritising future public and private sector resources to target economic growth, and the alignment of expertise and capacity to maximise benefits for Redcar & Cleveland and the Tees Valley.

1.62 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:

- 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, work and visit.
- I.63** In order to help support the delivery of the Regeneration Masterplan, the Economic Growth Strategy and SEP, we have prepared a Local Plan to help existing businesses flourish and make the borough an attractive place to invest.
- I.64** In 2016, the Redcar & Cleveland Employment Land Review was updated. It assesses the supply and demand for employment land within the borough and makes recommendations on the amount of employment land which should be brought forward for development through the Local Plan to meet our aspirations. The recommendations of this study have been used to inform the economic development policies in this Local Plan to help support economic growth.
- I.65** Our approach to economic development includes supporting the existing key heavy industry and logistics sectors. Land will be safeguarded to support the development and expansion of these key industries.
- I.66** The expansion of Teesport through its proposals for a major new deep sea container terminal will be supported through the plan. It is anticipated that the growth of the port could create thousands of new jobs over the plan period.
- I.67** The chemicals industry is a key part of the local economy with the Wilton International site, together with sites on the northern side of the river, comprising the largest integrated chemicals complex in the UK in terms of manufacturing capacity, and the second largest in Europe. The chemicals sector supports a significant number of jobs in the borough and makes an important contribution to the local economy.
- I.68** The steel industry has a long heritage within the local area and, despite the cessation of steel making at SSI in Redcar, still provides employment across a number of sites in the borough.
- I.69** As well as the key employment sectors, we are also committed to supporting other industrial sectors to support economic growth. Sufficient land will be safeguarded for general industrial development over the plan period to meet our identified employment needs, and support growth of the local economy. Sites across the borough will be safeguarded including at South Tees, Redcar and East Cleveland.

- 1.70** Redcar and Cleveland has substantial areas of contaminated land. The Local Plan will support the reclamation of contaminated land to enable the redevelopment of brownfield sites and help shift the perception of South Tees, presenting a cleaner, greener image of industry.
- 1.71** Redcar and Cleveland is home to three of the Tees Valley Enterprise Zone sites. The Enterprise Zone gives the borough a distinct advantage when looking to attract new investment and can help to drive economic growth in the borough. The borough's Enterprise Zone sites are as follows:
- **Kirkleatham Business Park** (12.6ha) - land and buildings at Kirkleatham Business Park are included as part of the Enterprise Zone for the advanced manufacturing and engineering; chemicals and renewable energy sectors. New businesses setting up within the target sectors can benefit from up to £55,000 business rate relief per annum. A Local Development Order (LDO) has been adopted to allow certain forms of development to take place without the need to apply for planning permission on the site.
 - **Wilton International** (164ha) - five development plots have been included in the Enterprise Zone within the Wilton International site. The target sectors for these sites are chemicals and renewable energy. Businesses within these target sectors can benefit from 100% enhanced allowances on capital investment.
 - **South Bank Wharf** (80.7ha) - land at South Bank wharf has been included in the Enterprise Zone and is targeted at the renewable energy and advanced manufacturing sectors. Businesses within these target sectors can also benefit from 100% enhanced allowances on capital investment.
- 1.72 Vibrant town and district centres**
- 1.73** We want to protect the vitality and viability of our centres. They are important sources of employment and help to provide a sense of community, as well as ensuring that shops and services continue to be provided in convenient and sustainable locations.
- 1.74** However, we must also recognise that, due to increased mobility and competition from larger retail centres and out-of-centre destinations in neighbouring locations such as Middlesbrough and Teesside Shopping Park, inevitably a significant amount of spend will be lost from the borough to other rival destinations.
- 1.75** The Redcar & Cleveland Town Centre Study was published in 2016. This updates the Strategic Retail, Leisure and Office Study (2011) and has been used to inform the retail policies contained within the plan. The Town Centre Study has assessed the relative health of the borough's centres and identified the need for additional retail and leisure development over the plan period.

- I.76** The study indicates that the retail hierarchy, which has been retained from the LDF Core Strategy, is appropriate. The Council will, therefore, continue to direct all new retail and leisure development towards existing centres. Where out of centre development is proposed, the sequential assessment approach must be followed for all proposals of 200m² or more.
- I.77** The study indicates that there is no identified need to provide any significant level of additional convenience floorspace within any of the borough's centres over the plan period, although some qualitative improvement in Redcar town centre could be supported. The development of a new superstore in Skelton has met previously identified demand for convenience retail in the East Cleveland area.
- I.78** With regards to non-bulky comparison goods, the study identifies that there is expected to be a small level of demand for additional floorspace within the borough. However, the level of anticipated demand is at a level that could be accommodated within the existing centre boundaries.
- I.79** The study recognises that as the principal shopping destination in the borough, Redcar Town Centre has the potential to retain more spend on non-bulky goods comparison shopping than it currently does by improving its retail offer. This can be achieved through land assembly within the existing centre boundaries, resources permitting.
- I.80** With regards to bulky goods comparison retail, the study also indicates that there is unlikely to be any unmet demand for additional floorspace within the borough's centres over the plan period. Whilst bulky goods comparison retail will also continue to be prioritised in existing centres, it is recognised that it is often difficult to find a suitable building within existing centres for such uses. Therefore, bulky goods retail will also be supported at Cleveland Retail Park and on safeguarded employment land if there are no suitable premises or sites available within centres.
- I.81** As the Town Centre Study indicates that the majority of the borough's centres are currently undertrading, the impact of out-of-centre development on the vitality and viability of existing centres is likely to be much greater than it otherwise would be. Therefore, a range of local thresholds have been set for when an impact assessment will be required to support a development proposal, which are significantly lower than the default threshold contained in the NPPF.

Outcome 2: Develop great places to live

Local Plan Priorities

- Good range and quality of housing

- Clean, safe and attractive neighbourhoods
- Top quality schools

- I.82** There is a vital relationship between our residential offer and economic growth. Our homes have the potential to support economic growth, where there is a wide variety of homes to choose from, priced accordingly, near to places of employment and with easy access to leisure and retail facilities.
- I.83** Our core ambition over the plan period 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.
- I.84** Our economic success will depend, in part, upon whether the borough offers a wide choice of communities that are desirable places to live. Making proper provision to provide, over time, a housing stock fit for the 21st century is critical. A richer variety of homes, suitable for lifestyles and work patterns of this century and beyond, is required. However, this requires us not just to provide for new homes, but to replace outmoded ones, ensure a wide variety of types are built, and that they are located in the right places for economic growth. It will be important that the quality, type and distribution of these new homes underpin the economic and social objectives, and the aims of enhancing environmental quality.
- I.85** The housing stock will need to adapt to cater for changing needs and circumstances. The availability of high quality housing and living environments will, therefore, be essential in facilitating and in supporting economic growth by helping to attract and retain the borough's workforce.
- I.86** As elsewhere, it is essential that the housing land supply enables the provision of additional housing in the borough. This need is being driven, principally, by the rising number of households as more people live alone and for longer. Redcar and Cleveland has an increasingly ageing and retired population and it is important that we address the implications of this change. To help meet the ensuing increased demands on public services, it is also desirable to encourage working-age households to live and work in the borough, which further emphasises the importance of providing more aspirational housing in the right locations.
- I.87** In accordance with national planning policy, we have undertaken significant work in setting a housing requirement, which will help us deliver an appropriate and justifiable level of new residential development to satisfy housing need and market demand, linked to a reversal in population decline.

- I.88** Within this framework, careful consideration has been given to selecting, from a wide range of options, an appropriate package of sites which can provide the right mix of sites to satisfy supply requirements and ambitions, whilst promoting sustainable development and the conservation of the borough's outstanding natural assets and heritage assets. The Council's Strategic Housing Land Availability Assessment (SHLAA) has provided the starting point for this work.
- I.89** The borough has a number of sites which already have a residential planning permission in place or are currently under development. These schemes have been taken into account and are complemented by proposed housing land allocations in the plan to ensure that housing requirements and aspirations can be met.
- I.90** To support the sustainable development of the borough, preference has been given to viable sites within existing settlement boundaries and other sites in or adjacent to the main urban and coastal areas of the borough and the larger rural settlements. Preference has been given to previously developed land and other sites within existing settlement boundaries.
- I.91** As the housing stock and socio-economic profiles are different, the nature of housing need and demand varies between local areas. It is also the case that the borough has relatively low provision of detached properties and increasing the supply of such higher value housing will be critical if the working-age population is to be retained and augmented. These issues are encapsulated in the Strategic Housing Market Assessment (SHMA) and have framed housing allocations policies in the plan.

Affordable Housing

- I.92** In recent years, the demand for affordable housing has increased. This has come about through changes in the housing market nationally and locally, including:
- the reducing availability of re-lets in the existing social rented stock, in order to accommodate those in housing need;
 - the loss of high numbers of social rented homes through Right-to-Buy in the late 1990s and early 2000s;
 - the rationalisation of unsuitable social housing properties;
 - the increasing number of newly formed households that require affordable housing; and
 - the difficulty in obtaining mortgage finance, which has reduced people's ability to move into home ownership.

1.93 The Redcar and Cleveland SHMA provides the main evidence base regarding affordable housing requirements over the next few years. A detailed analysis of the following factors determines the overall affordable housing requirements:

- households currently in housing which is unsuitable for their use and who are unable to afford to buy or rent in the market (backlog need);
- new households forming who cannot afford to buy or rent in the market;
- existing households expected to fall into need; and
- the supply of affordable housing through social renting and intermediate tenure stock.

1.94 In addition to establishing the overall affordable housing requirements, analysis considers the supply/demand variations by sub-area, property designation (i.e. general needs or older person) and property size (number of bedrooms). Analysis provides a gross figure (absolute shortfalls in affordable provision) and a net figure (which takes into account supply of existing affordable accommodation).

1.95 The net and gross annual affordable housing requirements for Redcar and Cleveland, by both property size and designation, are shown in the table below (NB - due to rounding, row totals may not sum precisely):

| Designation | General Needs | | Older Person | TOTAL |
|--------------------|--------------------------|------------------------|---------------------|--------------|
| Size | Smaller (1/2 bedroom) | Larger (3+ bedroom) | 1/2 bedroom | |
| Net | 140 | -159 | 40 | 20 |
| Gross | 514 | -16 | 76 | 573 |

Table 1 Annual Affordable Housing Requirements in Redcar and Cleveland

1.96 In addition to the borough level analysis, the SHMA report provides a further breakdown of affordable housing requirements at a sub-area level. This allows for a more detailed analysis of needs at a spatial level, which assists with the strategic planning of the area and in determining the affordable housing requirements for specific sites. The greatest unmet needs are demonstrated within the Guisborough, Saltburn and Marske/New Marske sub-areas, relating mainly to smaller, general needs units and the needs of older people.

Outcome 3: Improve quality of life

Local Plan Priorities

- Things to enjoy
- Promote positive health choices
- Protect vulnerable people
- Improve transport and access

- I.97** An important priority is to improve the quality of life which can be enjoyed within Redcar and Cleveland. This is important for our current residents, future generations and to help attract new investment.
- I.98** Our borough already has a number of attractions, ranging from heritage assets to our stunning coastline and world class natural environment. The Local Plan will ensure that opportunities are taken to protect, promote and enhance our unique assets, to make Redcar and Cleveland an attractive place to live, work, invest and visit.
- I.99** The borough is home to a number of historic assets, including conservation areas and numerous listed buildings. The historic environment will be positively embraced. At Kirkleatham Hall, Stables and Garden, conservation-led regeneration will restore this important asset. The preparation of a strategic masterplan for the historic estate will ensure that the heritage assets of the estate act as a catalyst in enabling our young people to move into work, education or training by using the restored buildings to teach heritage skills and crafts.
- I.100** Development at Coatham 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.
- I.101** Our heritage coastline covers the cliffs from Saltburn to the boundary with Scarborough, and parts of our borough, although outside of the plan area, are located in the North York Moors National Park. We also have a number of sites which are important for wildlife, including extensive moorland, forests and wooded valleys. Our natural environment provides a number of opportunities to participate in recreation and leisure, promoting healthier lifestyles. The Cleveland Way, and other routes, link across our borough and connect it to other areas. These assets attract many thousands of visitors each year and contribute towards creating a high quality of life for the borough's residents.

- I.102** We need to safeguard the natural environment and develop green infrastructure to provide economic, environmental and social benefits. Green infrastructure contributes to improving people's quality of life and health, improves the physical environment, supports economic growth and promotes biodiversity. In addition to physical benefits through increased exercise, studies have also found positive psychological benefits associated with enhanced access to nature and even viewing a natural scene can rapidly lower anxiety and stress. The provision of allotments can also help people to make healthier food choices.
- I.103** We will encourage the creation and improvement of green infrastructure, particularly in areas of future development and growth, and aim to promote the multiple benefits it can bring through:
- conserving and managing existing green infrastructure and creating new green infrastructure;
 - enhancing its functionality, quality, connectivity and accessibility; and
 - maximising the role of green infrastructure in mitigating and adapting to climate change, providing solutions for such issues as air quality, flood risk, coastal change and loss of habitats.
- I.104** We will ensure that developments are supported by adequate provision of open space, sport, recreational and community facilities. The provision of attractive and sustainable transport routes, such as paths and cycleways, is also an important priority as this has a positive effect on health and well-being by helping people without cars to access services and also encouraging walking and cycling as a means of promoting an active and healthy lifestyle.
- I.105** A key Government objective for planning is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is particularly important in our borough due the number of households who do not have access to a car, the dispersed population over rural and urban areas and our ageing population. It is important that we actively manage the pattern of urban growth and the location of major travel-generating development to make best use of public transport and other sustainable transport options.
- I.106** The Local Plan also outlines a number of measures, such as improvements to bus and rail services, which aim to improve accessibility within and beyond the borough. Opportunities to improve broadband connectivity and coverage will also be supported.

Infrastructure provision

- I.107** Infrastructure has a vital role to play in delivering our outcomes. Increasingly, demand for houses, workplaces and services will need to be met in a more sustainable fashion, making the best use of land and existing infrastructure, and managing resources prudently and efficiently.
- I.108** In doing so, we need to meet the aspirations of residents by helping to create vibrant communities in places where people actively choose to live and work in both urban and rural areas. Sustainable communities will also need to meet the diverse needs of existing and future residents, promote cohesion, equality and diversity, be sensitive to the environment, and provide a high quality of life. Therefore, we need to ensure that we have the right infrastructure in place for delivering both sustainable communities and sustainable economic growth.
- I.109** We need to ensure new and existing development is serviced by well-planned and phased utility infrastructure: energy, water and sewerage. As our communities and economy grow, it is vital that we manage growth by planning for infrastructure for the longer term, reducing demand on resources and services. These are exacerbated by an ageing water and sewage infrastructure system, together with the urgent need to reduce the amount of waste going to landfill and the unavoidable impacts of climate change including increased risks from flooding. We, therefore, need to take the opportunity to reconsider how we manage the planning and provision of critical infrastructure.
- I.110** It will be important to support the continuing development of a quality environment for business in key areas with potential for business growth and investment. We also need to ensure an adequate supply of high-quality employment land and buildings and sites for significant economic development.
- I.111** The preparation of the Local Plan has involved liaison meetings and discussions with infrastructure and service providers to ensure there is a coordinated approach to infrastructure planning and delivery to support the Local Plan. The Council and its development partners have also undertaken a number of infrastructure studies to provide a detailed analysis for certain types of infrastructure where there could be capacity problems. The detailed work carried out has meant that we now have a better understanding of the infrastructure that needs to be delivered or improved to support new development. The Infrastructure Delivery Plan assesses the current level of infrastructure provision in Redcar and Cleveland and identifies improvements that will be required to support the delivery of the Local Plan.

Strategic infrastructure provision

- 1.112** The Council will work the neighbouring authorities and Tees Valley Unlimited to ensure that cross boundary infrastructure issues are addressed to help deliver growth. Other public sector organisations, such as the South Tees Clinical Commissioning Group, are also responsible for delivering infrastructure to support growth. The Council will also work closely with these organisations to ensure that infrastructure is delivered where required.
- 1.113** Tees Valley Unlimited (TVU) has partnered up with the key infrastructure providers and the five Tees Valley local planning authorities to develop the Tees Valley Strategic Infrastructure Plan. This plan sets out what are the current barriers to growth and what are the priorities for improving infrastructure across the Tees Valley.
- 1.114** There are plans to deliver improvements to rail and road infrastructure in particular but to also ensure that utilities such as gas, water and electricity infrastructure is upgraded to meet anticipated requirements, and that pipeline and other infrastructure networks can be provided and upgraded to support growth.
- 1.115** A number of strategic infrastructure projects, in particular transport projects, that link into national infrastructure are being promoted by the Northern Powerhouse Project. This is a project jointly lead by the Government, northern city regions and Local Enterprise Partnerships, working together with Highways England, Network Rail and HS2 Ltd as the Transport for the North Partnership Board.

Community Infrastructure Levy

- 1.116** The Council commissioned consultants to undertake a strategic viability assessment of development in Redcar and Cleveland. This included an assessment of the appropriateness of adopting a Community Infrastructure Levy (CIL) to raise money through new development to pay for any critical infrastructure. The assessment concluded that it was not appropriate to charge a levy on developments in Redcar and Cleveland as it is not currently possible to demonstrate sufficient viability across the borough in both the residential and employment development sectors. For this reason, the Council has decided not to adopt a CIL at the present time. Instead, the Council will continue to secure any infrastructure requirement through section 106 agreements where required.

Water resources and flood risk

- 1.117** As part of the site assessment process for the Local Plan, the Council has worked closely with the Environment Agency and Northumbrian Water to ensure new development is located in areas which are at least risk of flooding.

The Strategic Flood Risk Assessment (SFRA) has been updated April 2016 to assess flood risk from all potential sources. This assessment identified a small number of areas along our coast which are prone to flooding from the sea and also a number of areas which are prone to flooding from surface water during periods of high rainfall. This assessment has been used to ensure new development is located on sites which are at low risk of flooding and to also develop policies to ensure the borough, its residents and businesses are not at risk from rising sea levels and increased rainfall resulting from climate change.

- I.118** The Council has produced a number of surface water management plans for the highest surface water risk areas within the borough. These plans have identified a number of infrastructure improvement solutions to reduce flood risk in these areas, both for existing properties and new development.
- I.119** To assess the current capacity of water supply and waste water and collection infrastructure, the Council, in conjunction with the other Tees Valley local planning authorities, commissioned consultants to undertake a Water Cycle Study (WCS). This study was completed in December 2012. As part of this study, a high level assessment of the existing wastewater carrying network has been undertaken to determine whether there is likely to be sufficient capacity in the system to transmit additional wastewater flows from the new development proposed in the Local Plan. The WCS concluded that network capacity is limited in several locations where development is proposed. However, Northumbrian Water has confirmed that waste water drainage infrastructure is not a constraint on growth and will be, or can be, upgraded when required.
- I.120** The WCS also assessed the effects of the growth aspirations on the Waste Water Treatment Works (WwTWs) within the borough to determine whether the proposed development sites will require additional capacity. The assessment has indicated that the limits of the WwTWs, which will serve new development in the borough, should not be considered to be a constraint to growth as the majority have available capacity.
- I.121** Redcar and Cleveland is supplied with water by Northumbrian Water, falling within the Kielder Water Resource Zone (WRZ). Water supplies are abstracted from the River Tees, with supply maintained by flows from Kielder Water, transferred south from the River Tyne. Northumbrian Water has indicated that the Kielder WRZ remains in surplus of supply, even with the forecast demands as a result of development proposed. In other words, Northumbrian Water has calculated that there is sufficient water available in the Kielder WRZ to meet forecasted population increases and also increased demand as a result of large scale industrial development. Therefore, there is no constraint in available water supply.

Telecommunications

- I.122** In a global, internationally-competitive and low carbon economy and society, where connectivity is often via the internet, we need to ensure companies, communities and people are not 'remote' from markets, work or learning opportunities. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. High-speed digital connectivity increasingly offers opportunities for all to achieve this, particularly those in remote rural areas. Improved coverage will help to support increased productivity, higher skill levels, science and innovation, employment opportunities, and more cohesive, empowered and active communities.
- I.123** There is a good high speed broadband network serving the more densely populated areas in the conurbation and our main towns. Elsewhere coverage, particularly in rural areas and at some key business sites, is only slowly improving or is very poor. A range of work is being carried out to address issues of poor coverage.

Transport

- I.124** The provision of suitable public transport infrastructure is important to ensure that new developments have access to sustainable means of transport to provide access to work, schools and local facilities. It is also important to ensure that the borough's road infrastructure will have the capacity to cope with the expected increase in traffic levels over the life of the Local Plan.
- I.125** Improving transport links will require continued, proactive joint working with neighbouring authorities, the Highways Agency and transport providers, with the overall aim of establishing a high quality, safe, secure and reliable network, and enhancing public transport.
- I.126** The Council published its third Local Transport Plan (LTP3) in March 2011. Development proposals in the Local Plan are consistent with, and contribute to, the implementation of the transport strategies and priorities set out in the LTP3. The Council, site developers and other delivery partners, will work together to achieve the objectives of the LTP3, in particular securing greater use of more sustainable forms of transport.
- I.127** The Council will also work with its delivery partners to support the implementation of transport schemes that will improve linkages across the sub-region. As public transport and the road network crosses boundaries with other local authorities, a great deal of transport planning is undertaken

at a sub-regional level. In the Tees Valley, this is undertaken by Tees Valley Unlimited (TVU), which also fulfils the role of the Tees Valley Local Enterprise Partnership.

- I.128** Transport consultants were commissioned by both Redcar & Cleveland Borough Council and Middlesbrough Borough Council to evaluate the impact of future development sites on the transport network within Redcar and Cleveland and Middlesbrough and to test mitigation measures. This assessment⁽³⁾ has provided an insight into how well the future highway network would cope with the development traffic and provides recommendations on where infrastructure improvements may be required.

Education

- I.129** Forecasting has been carried out to assess the capacity of schools in the borough to ensure they have enough capacity during the plan period. Over recent years there has been a fall in birth rates across the borough. This is predicted to continue for the foreseeable future, even when taking into account the development proposed in the Local Plan, and will consequently lead to a reduction in pupil numbers in the majority of our schools. The fall in birth rates, and the recent re-organisation of schools across the borough, means that the majority of housing sites can be delivered without a requirement to increase the capacity of local schools. However, if there is a lack of capacity in a primary school which serves a new development, the Council will work to increase capacity of existing schools and seek developer contributions, if required, to help fund the school.

3 Middlesbrough Council and Redcar & Cleveland Borough Council Strategic Housing Sites Model Report, Arup (September 2013).



2 SUSTAINABILITY AND DESIGN

- 2.1** Sustainability will be the overarching principle that will guide development in Redcar and Cleveland. Sustainable development is key to the long term future of the borough as it will help ensure a better quality of life for everyone, now and in the future. The principle of sustainable development will not only underpin the policies and proposals in the Local Plan but also form the basis for individual decisions on planning applications.
- 2.2** Sustainable development is widely understood to mean development that meets the needs of the present without compromising the ability of future generations to meet their own needs⁽⁴⁾. It can be characterised by development that:
- makes the best use of resources, including land;
 - reduces the need to travel;
 - protects and enhances biodiversity and geodiversity;
 - achieves sustainable levels of economic growth;
 - maintains good levels of air quality; and
 - minimises the risk of flooding.
- 2.3** Good quality design is critical for achieving sustainable development. The appearance of the built environment is important, but good design is about much more than how things look. It is about using resources efficiently and imaginatively, and ultimately uplifting communities and transforming how people feel and behave. Good quality urban design and building design also adds value by increasing the immediate and long term economic viability of development and by delivering environmental and social benefits.
- 2.4** The NPPF recognises the importance of promoting good design through the planning system to address the connections between people and places and to successfully integrate new development into the natural, built and historic environments.
- 2.5** Achieving sustainable development and good design will contribute to improving the quality of life for everyone.

4 Our Common Future: United Nations World Commission on Environment and Development (1987)

Policy SD 1

Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.

We will always work proactively with applicants to secure developments that improve the economic, social and environmental conditions in the area. In seeking positive outcomes, we will work jointly with applicants to find solutions that enable proposals to be approved wherever possible.

Planning proposals that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood development plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no local planning policies relevant to the application, or where relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in that Framework indicate that development should be restricted.

- 2.6** In accordance with the NPPF, the Council will exercise a presumption in favour of sustainable development. The Local Plan has been prepared to deliver development that meets the objectively assessed needs for Redcar and Cleveland, and any development proposals that fully accord with the policies in the Local Plan will be approved. Likewise, wherever possible we will seek to approve applications for developments that are not addressed by specific local planning policies, unless it would conflict with aims and policies of the NPPF, or there would be significant adverse impacts that would demonstrably outweigh the benefits of the development.

Policy SD 2

Locational Policy

Development will be directed to the most sustainable locations in the borough. The majority of development will be focused in the urban and coastal areas. Within the rural area, the majority of development will take place in Guisborough and the East Cleveland towns. Only limited development of an appropriate scale will be allowed within the service villages and villages, as defined on the Policies Map.

The following settlement hierarchy will be used to guide development:

| | | |
|----------------|---|---|
| Urban | <ul style="list-style-type: none"> • Eston • Grangetown • Lazenby • Normanby | <ul style="list-style-type: none"> • Nunthorpe • Ormesby • South Bank • Teesville |
| Coastal | <ul style="list-style-type: none"> • Redcar • Dormanstown • Kirkleatham | <ul style="list-style-type: none"> • Marske • Saltburn |
| Rural | <p>Rural Service Centre</p> <ul style="list-style-type: none"> • Guisborough | |
| | <p>East Cleveland Towns</p> <ul style="list-style-type: none"> • Brotton • Loftus • Skelton | |
| | <p>Service Villages</p> <ul style="list-style-type: none"> • Boosbeck • Carlin How • Lingdale • New Marske | |
| | <p>Villages</p> <ul style="list-style-type: none"> • Dunsdale • Liverton • Liverton Mines • Margrove Park • Moorsholm • North Skelton • Newton under Roseberry (part) • Skelton Green • Skinningrove • Stanghow • Upleatham • Wilton • Yearby | |

For all development proposals, regard will need to be made to other policies in the Local Plan, in particular those that safeguard land and/or buildings for nature and heritage conservation, and leisure uses.

Wherever possible, priority will be given to the development of brownfield land in sustainable locations, providing it is not of high environmental value, the reuse of existing buildings and limiting development in the countryside.

The development of land outside development limits will be restricted to proposals that accord with exceptional criteria set out in Policy SD3.

Overall this policy will aim to:

- a. achieve approximately 60% of all new development taking place in the urban and coastal areas and approximately 40% of all new development taking place in the rural area;
- b. deliver rural development that is of an appropriate scale to the settlement in which it takes place; and
- c. restrict development in the countryside to that which meets rural and other exceptional needs.

The acceptability of development proposals in a particular location will depend, amongst other things, on the type of use proposed. An Appropriate Assessment will be required for all development that, either alone, or in combination with other plans or developments, is likely to have a significant effect on any Natura 2000 site. Development within 6km of the Teesmouth & Cleveland Coast SPA, which would result in increased recreational disturbance of the site's interest features, will be expected to contribute towards mitigation measures identified in the Recreation Management Plan, unless other appropriate mitigation is provided. Mitigation may also be required for other schemes where significant effects on any Natura 2000 site are identified, regardless of location.

- 2.7** The Locational Policy sets out the broad approach to where development will be located in the borough. The implementation of this strategic approach is essential in delivering development that is sustainable.
- 2.8** The location of development will be guided by the settlement hierarchy that categorises each settlement. In developing the hierarchy, the Council has considered the level of service provision within each settlement, its size, character, access to public transport and connections with other communities, both within and outside of each sub-area.
- 2.9** The main urban area includes a number of linked communities around Greater Eston to the north west of the borough. Further east is the coastal area which consists of Redcar and the closely linked communities of

Dormanstown and Kirkleatham, along with the neighbouring coastal settlements of Marske and Saltburn. Combined, the urban and coastal areas contain the majority of the borough's population and have good transport connections with the wider Tees Valley, good access to employment and the largest range of services. The main focus for new development within the borough will, therefore, be the urban and coastal area settlements, where we will aim to deliver approximately 60% of all new development.

- 2.10** Approximately 40% of new development will be located in the rural areas, focused around Guisborough and the East Cleveland towns of Brotton, Loftus and Skelton. These are the main rural settlements, having the best range of rural services and facilities. Together they operate as a network of linked communities and have best rural transport linkages enabling people to travel easily to, from and between them.
- 2.11** Development in the service villages and villages will be required to be of an appropriate scale to the settlement in which it takes place. This will depend upon the size of the settlement, its character, accessibility to existing services and facilities and the provision of sustainable transport links.
- 2.12** We are mindful of the impact that the recession had on our communities and are committed to improving the economic prospects of the area. We are also conscious that the amount of public funding available to deliver development in areas in need of regeneration is significantly lower than was previously the case. The approach in the Local Plan has, therefore, been to include the most sustainable site allocations that have been assessed as viable, with a realistic prospect of them being developed within the plan period.
- 2.13** The priority for Redcar and Cleveland is to secure development that helps to improve the quality of life for our residents. This may include regeneration schemes that uplift deprived areas and communities; economic development that creates jobs and supports economic growth; or housing development that provides a wider choice to our existing and future residents. In doing this, the Locational Policy will be applied to ensure that development does not take place in inappropriate locations.
- 2.14** In seeking to prioritise the re-use of previously developed land, the Council will continue to work with delivery partners including private developers, the Homes and Communities Agency and the Tees Valley Combined Authority which is, among other things, overseeing the preparation of a Brownfield and Surplus Public Sector Land Register, in line with government policy.
- 2.15** 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 any Natura 2000 sites, either alone or in combination with other schemes. The Appropriate Assessment of the Local

Plan found that residential, tourism and recreational development could have a likely significant effect on the Teesmouth and Cleveland Coast Special Protection Area through increased recreational disturbance, unless appropriate mitigation measures are delivered. Development within 6km of the Teesmouth & Cleveland Coast SPA, which would result in increased recreational disturbance of the site's interest features, will therefore be expected to contribute towards mitigation measures identified in the Recreation Management Plan, unless it can be demonstrated that other appropriate mitigation can be provided. The type of mitigation required will be dependent on the scale, nature and location of proposals. Mitigation may also be required outside of the 6km threshold, or for any development proposals that have other effects (beyond recreation disturbance) on the Teesmouth and Cleveland Coast SPA, or any other Natura 2000 site. Further detail is included in Policy N4.



Policy SD 3

Development Limits

Development limits have been identified on the Policies Map around the urban and coastal areas, and certain towns and villages in the rural area.

Within development limits, development will be supported, subject to meeting other policies in the Local Plan.

Development beyond development limits, as defined on the Policies Map, will be restricted to:

- a. an appropriate diversification or expansion of an existing agricultural or forestry activity;
- b. a recreation or tourism proposal requiring a countryside location;
- c. facilities essential to social and community needs;
- d. housing essential for farming, forestry or the operation of a rural based enterprise;
- e. housing meeting the rural exceptions policy, as set out in Policy H4:
- f. isolated single dwellings that are of exceptional quality and incorporate innovative design features, reflecting the highest standards in architecture and sustainability;
- g. a suitably scaled extension to an existing building;
- h. development required to ensure the conservation and, where appropriate, enhancement of assets of historical significance;
- i. other development requiring a countryside location due to technical or operational reasons; and
- j. redevelopment of previously developed land, provided that the site is not of high environmental value and is, or can, be made accessible by sustainable modes of transport.

Proposals for the conversion or reuse of existing buildings outside of development limits will be supported where the following criteria are met:

- k. the building is of a form, character and general design in keeping with its rural surroundings;
- l. the building is structurally sound and capable of re-use without fundamental rebuilding; and
- m. the building is large enough to be converted without the need for additional buildings, substantial new extensions or significant alteration.

- 2.16** Development limits have been identified on the Policies Map. Their purpose is to contain future development and to make a clear distinction between the urban area and the countryside. This approach helps to prevent uncontrolled urban sprawl and is critical in delivering sustainable development.
- 2.17** The development limits have been determined through retaining the existing boundaries, and making allowances for new site allocations identified in the Local Plan. In a small number of instances, some minor amendments have been made to correct any anomalies and to provide a consistent approach. Settlement limits have also been defined around a number of smaller rural settlements which were previously located outside of development limits.
- 2.18** Any development beyond the development limits will be strictly controlled and restricted to the exceptional circumstances that require a countryside location set out in Policy SD3. Affordable housing allowed as a 'rural exception' would need to satisfy the criteria set out in the Affordable Housing Policy H4. Other developments may be justified in a countryside location to support local communities including community buildings, village halls or health care facilities. Service and infrastructure development including sewage treatment facilities, renewable energy schemes and telecommunication masts may also need to be located in the countryside due to technical or operational reasons.
- 2.19** The Council's Regeneration Masterplan identified the potential benefits of promoting the borough as an 'executive living' destination through the 'Grand Designs in the Countryside' project. The NPPF recognises that the development of isolated individual dwellings may be acceptable providing that they are of truly outstanding quality, incorporating innovative design features and reflecting the highest standards in architecture. Where proposals meet these criteria they will be supported, providing that they are sympathetic to their location, significantly enhance their immediate setting and are sensitive to the characteristics of the local area.
- 2.20** In a small number of circumstances, previously developed land may become available for development outside development limits. 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 is, or can be made, accessible.
- 2.21** The re-use or conversion of buildings can also provide sustainable development opportunities in the countryside. However, the Council will ensure the visual impact of development is minimised by limiting extensions and alternations, and ensuring the design and materials are in keeping with the existing building.

- 2.22** Not all existing buildings will be suitable for conversion or reuse. The Council does not wish to see buildings that are poorly scaled and designed and not in keeping with their surroundings converted into another use. The Council will also ensure the building proposed is large enough and structurally sound to be converted to its proposed use without significant alteration. The overall aim should always be to conserve and enhance the character of the landscape.

- 2.23** Applicants will need to submit a full structural survey of the building as part of their application. Any conversion must be considered in the context of any likely impacts on protected species.



Policy SD 4

General Development Principles

In assessing the suitability of a site or location, development will be permitted where it:

- a. meets the requirements of the Locational Policy and accords with other Local Plan policies and designations;
- b. will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings;
- c. will not result in the unacceptable loss or significant adverse impact on important open spaces or environmental, built or heritage assets which are considered important to the quality of the local environment;
- d. minimises the loss of best and most versatile agricultural land;
- e. avoids locations that would put the environment, or human health or safety, at unacceptable risk;
- f. will not increase flood risk either on site or downstream of the development;
- g. will have access to adequate infrastructure, services and community facilities to serve the development; and
- h. will not result in an adverse effect on the integrity of a Natura 2000 site, either alone or in combination with other plans or projects.

All development must be designed to a high standard. Development proposals will be expected to:

- i. where necessary make the most effective and efficient use of available land, create and sustain an appropriate mix of uses, including (where appropriate) incorporation of green space and landscaping as part of development, and support local facilities and transport networks;
- j. respect or enhance the character of the site and its surroundings in terms of its proportion, form, massing, density, height, size, scale, materials and detailed design features;
- k. take opportunities available to improve the character and quality of the surrounding area and the way it functions by establishing a strong sense of place, responding to local character and history and using streetscapes and buildings to create attractive places to live, work and visit;
- l. be sustainable in design and construction, incorporating best practice in resource management, energy efficiency and climate change adaptation;
- m. create a healthy, active, safe and secure environment;
- n. minimise pollution including light and noise and vibration levels to meet or exceed acceptable limits;
- o. respect or enhance the landscape, biodiversity, geological features, the historic environment and both designated and non-designated heritage

designations that contribute positively to the site and the surrounding area;

- p. provide suitable and safe vehicular access and parking suitable for its use and location;
- q. be designed, constructed and managed in ways that improve health and promote healthy lifestyles to help to reduce health inequalities; and
- r. consider the needs of people with disabilities by encouraging inclusive design and accessible environments through site layout and design, including the needs of the elderly.

Site location

- 2.24** In locating new development, important environmental, built and historic assets will be protected including trees, ancient woodland, important habitats, archaeological sites, conservation areas, listed buildings and scheduled monuments. The level of protection offered will reflect the significance of the site and its importance within the local environment.
- 2.25** The Council will ensure that all development protects and enhances the local character of the borough. Development at all scales, from small household extensions to major housing developments, should be well designed. Quality layouts, landscaping and detailed building design should seek to create attractive and safe environments that contribute to the delivery of sustainable communities and help to create a sense of place.
- 2.26** The Council will ensure that new development will not result in unacceptable impacts on those living or working nearby, particularly by way of loss of privacy and the effects of light, noise, odours, pollution or other disturbances. Sites should be avoided where they would put human health and safety at an unacceptable risk (e.g. sites close to hazardous installations, sites that would impact upon road safety). Where necessary, the Council will seek the advice of the appropriate regulatory organisations, including the Environment Agency, Health and Safety Executive and Civil Aviation Authority on proposals falling within defined consultation zones⁽⁵⁾.
- 2.27** Where development is to be located in the vicinity of sewerage treatment works, the Code of Practice on Odour Nuisance from Sewerage Treatment Works by DEFRA 2006 should be adhered to.
- 2.28** Applicants proposing development on or near potentially contaminated land will be required to evidence that risks associated with contamination will be successfully addressed through remediation without undue environmental impact during and following the development in accordance with the Model

5 For further information on consultation zones, please contact the relevant regulatory organisation.

Procedures for the Management of Land Contamination (CLR 11), which have been developed to provide the technical framework for applying a risk management process when dealing with land affected by contamination.

- 2.29** Due to past and present mineral activity in Redcar and Cleveland, there are areas of possible ground instability. Where there is a potential of land instability, applicants may be required to carry out an investigation and assessment of the ground to ensure its stability or, alternatively, that any instability can be overcome by appropriate remedial or preventative action.

Design

- 2.30** Good design can make the difference between a high quality and successful development, and a mediocre or unsuccessful one. Improving the quality of the built environment and its public spaces will improve the quality of life of the borough's residents and enhance economic performance by making the area more attractive to investors and visitors.
- 2.31** Developers should consider the social value of development to improve the economic, social and environmental wellbeing of local communities both in the design of development and during the construction process. Where a development is anticipated to have significant implications for people's health and wellbeing, a Health Impact Assessment (HIA) should be considered. HIAs are used to judge the effects a proposed development may have on the health and wellbeing of different groups of people. The findings of an HIA will be used to make recommendations as to how any positive health impacts of a development may be increased and any negative impacts reduced. In order to improve health and wellbeing in the borough, applicants are recommended to seek the advice of the Council's Public Health team.
- 2.32** The design and layout of where we live and work plays a vital role in keeping us healthy and active. Making sure that the environment where people work, live and play helps to get more people moving is crucial if we are to tackle this issue. Guidance on how to create healthy and active developments is contained in the Sport England's Active Design guidelines.
- 2.33** New development should be designed to ensure people, in particular the elderly and those with disabilities, can move freely, efficiently and safely. Inclusive design should not only be specific to a building, but also include the setting of buildings in the wider built environment. The design aspects to ensure new development is accessible to everyone include, for example, access to public transport, the positioning and visual contrast of street furniture, the design of footways and approach routes and whether entrances are accessible and clearly identified.

- 2.34** Applicants for major developments will be required to submit a Design and Access Statement to demonstrate how good design has been taken into account in drawing up the development proposal, including adaptation to climate change, reducing carbon emissions and water consumption, and setting out how waste will be managed. The Design of Residential Areas SPD, the Residential Extensions and Alterations SPD and the Shop Fronts and Advertisements SPD should be consulted for detailed design guidance as appropriate.

- 2.35** Although sustainable construction standards may change over the plan period, as a guiding principle the Council will adopt, as a minimum, the nationally described standards prevalent at the time, although developments will be encouraged to exceed such requirements where possible.



Policy SD 5

Developer Contributions

Subject to economic viability, the Council may 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 that mechanism.

Planning obligations will be sought where:

- a. it is not possible to mitigate the impacts of development through the use of a condition; and
- b. the contributions are fair, reasonable, directly related to the development and necessary to make the development acceptable in planning terms.

The Council will have regard to the Developer Contributions SPD and the Affordable Housing SPD when considering the need for Section 106 agreements.

Examples of matters for which contributions relevant to the nature and scale of the development will be sought will include:

- c. affordable housing;
- d. community buildings, facilities and services;
- e. open space, sport and recreation;
- f. drainage and flood prevention measures;
- g. education facilities;
- h. highway and rail improvements;
- i. public transport provision or improvements including bus and rail passenger facilities;
- j. pedestrian and cycling facilities;
- k. improvements to landscape, water environments, biodiversity (including habitat creation and management) and heritage assets (including repair or restoration of historic buildings and structures);
- l. sustainable design and construction;
- m. local employment and training;
- n. healthcare; and
- o. public realm.

If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. In these circumstances the Council may:

- p. enter negotiations with the applicant over a suitable contribution towards the infrastructure costs of the proposed development, whilst continuing to enable viable and sustainable development; or
- q. consider alternative phasing, through the development period, of any contributions where to do so would sufficiently improve the economic viability of the scheme to enable payment.

When determining the level of contributions required, consideration will be given to a proposal's overall conformity with the development plan and its contribution towards sustainable patterns of development.

- 2.36** The NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions or planning obligations. The aim is to deliver sustainable development, which includes infrastructure requirements as well as enhancing our natural environment and using our natural resources prudently. If it is not possible to secure the obligation through planning conditions, particularly where the infrastructure is to be provided off-site or it is made by a monetary or other payment, the Council may be able to grant planning permission provided that a planning obligation is given. Planning obligations are legal agreements made under section 106 of the Town and Country Planning Act 1990 (as amended), which can be used to secure infrastructure required as a direct result of development.
- 2.37** Planning obligations should only be sought where they meet the legal tests set out in Regulation 122 of the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and the policy tests set out in paragraph 204 of the National Planning Policy Framework.
- 2.38** The Developer Contributions SPD sets out further guidance on the Council's approach to securing developer contributions.
- 2.39** The provision of affordable housing is one of the most common types of provision secured through Section 106 planning obligations. Further information on the requirements for affordable housing is set out in Policy H4 and the Affordable Housing SPD.
- 2.40** Where site specific issues generate viability concerns, applicants should discuss these with the Council at the earliest possible stage in the development process. Proposals that are unable to comply with the Plan's policies on viability grounds must be accompanied by a detailed viability

assessment. Further, should the justified contribution to all the infrastructure required to support a development mean that the development would not be financially viable, then the Council will need to consider, in the light of all the material considerations, whether the development should be refused planning permission, or whether the development could be granted planning permission without some of that justified contribution, or whether the viability of the scheme should be reassessed during the construction phase of development.

- 2.41** Policies and proposals for particular types of infrastructure are set out in other parts of this Plan. The Local Plan is also supported by a separate Infrastructure Delivery Plan (IDP). The IDP sets out the main infrastructure proposed over the Plan period and required to support the development proposed in the Plan. The Council will work in partnership with infrastructure providers and other delivery agencies in updating the Infrastructure Delivery Plan to ensure an up-to-date evidence base regarding IDP requirements and costs is maintained.
- 2.42** The Council may introduce a Community Infrastructure (CIL) Levy in the future to secure funds to pay for infrastructure projects, in particular infrastructure which is required due to the cumulative impact of all development. However, even if a CIL is adopted by the Council, planning obligations will still be used for site specific mitigation measures.

Policy SD 6

Renewable and Low Carbon Energy

Renewable and low carbon energy schemes will be supported and encouraged, and will be approved where their impact is, or can be made, acceptable.

The incorporation of renewable energy into developments will be encouraged, particularly as part of major schemes. The retrofit of renewable energy and use of micro-renewables will also be supported in appropriate buildings and locations.

We will support appropriate schemes for wind and solar energy where they are located within the South Tees and Wilton industrial area and other potentially suitable areas as identified on the Policies Map.

We will actively support community-led renewable energy schemes which are led by, or meet the needs of, local communities. Development of district heating schemes will also be supported.

In determining applications for renewable and low carbon energy, and associated infrastructure, the following issues will be considered:

- a. impact on residential amenity;
- b. environmental impacts;
- c. sensitivity and capacity of the landscape, as detailed in the Renewable and Low Carbon Study;
- d. impact on heritage assets and their settings;
- e. impact on recreation;
- f. scale of proposal;
- g. local topography and siting of proposal to minimise harm, including through reasonable mitigation;
- h. aeronautical and other military considerations;
- i. operational and other relevant constraints;
- j. impact on the North York Moors National Park and its setting; and
- k. cumulative impacts of proposals.

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.

Sites being brought forward for wind turbine deployment should be subject to survey to assess their use by the bird species that are qualifying interests of the North York Moors SPA and the Teesmouth and Cleveland SPA and Ramsar Site. Where the presence of the relevant species is confirmed, an

assessment of the impacts of the development on the relevant bird species, including assessment of the risk of mortality from turbine blade strikes, shall be undertaken.

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.

- 2.43** Redcar and Cleveland has the potential to make a positive contribution towards positioning the Tees Valley as a centre for green technology and renewable energy. This will help to support the Government's objectives on climate change, and help to ensure security of energy supply in the future.
- 2.44** The policy covers the full range of renewable energy schemes, including wind, solar, tidal, district heating, biomass and energy from waste.
- 2.45** In determining applications, consideration will be given to the scale of the proposal; its design and layout; how the proposal relates to the existing landscape; the sensitivity of the landscape; the capacity of the landscape to accommodate the proposal; and any cumulative impacts. Impacts on residential amenity will be considered to ensure any impacts are acceptable. The impact on heritage assets and their settings will also be considered.
- 2.46** We will aim to focus renewable energy projects in our less sensitive landscapes areas as identified in the Renewable and Low Carbon Study (2015). The study has been used to identify potentially suitable areas for wind and solar energy by combining the results of an assessment of technical potential, based on a refinement of the Department of Energy and Climate Change methodology, and areas of moderate to lower sensitivity to these technologies. Full details of the methodology used are outlined in the study. It should, however, be noted that these areas do not provide a definitive statement of the suitability of particular location for wind or solar energy. Site specific assessment and design will still be required and all applications will be assessed on their individual merits. Suitable schemes will also be supported in the South Tees and Wilton industrial area, as identified in Policy ED6.
- 2.47** Small scale wind development is considered to include one or more turbines, less than 50m to tip. The number of turbines would also be an important factor in determining the suitability of development and would be considered on a case by case basis. Small scale solar development is considered to include developments less than 5ha in area, and medium scale between 5 and 10ha.

- 2.48** The siting and design of proposals are particularly important. Design considerations include scale, layout and simplicity to create a proposal which does not conflict with landscape character, heritage assets and their settings, focal points and indicators of scale. Significant effects on views from important view points should be avoided where possible or minimised through careful siting. This will include views in registered historic parks, and views from popular tourist locations, scenic routes, and settlements. Proposals should consider sites where areas of existing vegetation and/or the landform help to minimise visibility and screen views. Cumulative impacts, where there is more than one renewable energy development located close by in a landscape or view, should be assessed. It should also be considered whether the impacts are temporary or could be capable of being reversed and the landscape restored within a reasonable timescale. All components of wind farm development will be considered including turbines, associated infrastructure and construction and decommissioning. Renewable energy projects and their associated infrastructure should be reversible where possible.
- 2.49** The sensitivity of a landscape is the relative extent to which the character and quality of the landscape is susceptible to change as a result of wind and solar energy development. In a highly sensitive landscape, some types of development could change the character of the landscape and would be inappropriate. It must be ensured that wind energy development does not override or subsume the key characteristics of the landscape as recorded in the Redcar and Cleveland Landscape Character Assessment 2006.
- 2.50** There are parts of our landscape which are of national importance, including the North Yorkshire and Cleveland Heritage Coast and the North York Moors National Park (which adjoins the plan area). Wind energy developments should avoid unacceptable impacts on the setting/views to and from the North York Moors National Park. Wind energy developments should be sited away from dramatic landforms or valued distinct landform features (including prominent steep slopes and escarpments). Proposals should also seek to avoid siting developments where they would detract from the character of undeveloped areas of semi-natural land cover, which in this borough are primarily represented by broadleaf and riparian woodland, undeveloped coastal edges and moorland fringes. Proposals should also seek to avoid impacts on areas which are free from overt human influence and modern development, and which are valued for their perceived rural tranquillity. Consideration should be given to locating developments on reclaimed, industrial and man-made landscapes, particularly where this can be linked to landscape restoration, or in association with business parks or industrial estates, where other landscape sensitivities are not compromised.
- 2.51** The capacity of a landscape relates to the degree to which a landscape can accommodate change, and will be influenced by the character of an area and its sensitivity. It will also be influenced by local topography, the visibility of proposals and the value attached to the landscape.

- 2.52** Any proposals would have to be very carefully considered and designed in accordance with Policy NI. Guidance on the sensitivity of specific landscapes within the borough is contained in the Renewable and Low Carbon Study. The study also provides specific design guidance for each landscape unit, as well as general guidance for wind energy and solar energy, and will be used to assess proposals.
- 2.53** 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.
- 2.54** It is important that development does not impact upon the safe operation of airports, including Durham Tees Valley Airport. 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. Any wind turbine development falling within the 30 kilometre safeguarding zone, as identified on the Policies 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.
- 2.55** We will actively support community based renewable energy schemes which can help to deliver cheap energy sources to local communities through a local supply network. Such developments would normally be conceived by and/or promoted within the community within which the renewable development will be undertaken and have as their primary purpose local term economic, social and/or environmental benefits for the community. We will also support new and retrofitted district heating systems and the potential for waste heat from industrial processes being used to heat homes, businesses and community services.

Policy SD 7

Flood and Water Management

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:

- 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 well designed, taking account of events that exceed the normal design standard (e.g. consideration of flood flow routing and utilising temporary storage areas).

All development proposals will be expected to be designed to mitigate and adapt to climate change, taking account of flood risk by:

- d. ensuring opportunities to contribute to the mitigation of flooding elsewhere are taken;
- e. prioritising the use of sustainable drainage systems (SuDs);
- 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.

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 does not increase flood risk elsewhere in the following circumstances:

- h. proposals of 1 hectare in size or greater in Flood Zone 1; or
- i. proposals for new development (including minor development and change of use) in Flood Zones 3a or Flood Zone 2; or
- j. proposals for new development in areas susceptible to surface water flooding; or
- k. proposals situated in an area currently benefiting from defences; or
- l. proposals situated within 20m of a bank top of a main river; or
- m. proposals over a culverted watercourse or where development will be required to control or influence the flow of any watercourse; or
- n. where the proposed development may be subject to other sources of flooding.

Surface water runoff not collected for use must be discharged to one or more of the following, listed in order of priority:

- o. discharge into the ground (infiltration); or where not reasonably practicable
- p. discharge to a surface water body; or where not reasonably practicable
- q. discharge to a surface water sewer, highway drain, or another drainage system; or where not reasonably practicable
- r. discharge to a combined sewer.

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 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 should never exceed the rate of discharge from the development prior to redevelopment 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. 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. Where the drainage system discharges to a surface water body that can accommodate uncontrolled surface water discharges without any impact on flood risk from that surface water body (e.g. the sea or River Tees) the peak flow control standards and volume control standards need not apply.

Major developments will be required to submit a drainage plan to show the site drainage can be adequately dealt with. The proposed drainage scheme should incorporate SuDS unless it can be demonstrated that they would be inappropriate.

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.

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.

- 2.56** The NPPF states 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 and the Council's Strategic Flood Risk Assessment. Development proposals must also take into account catchment flood management plans, surface water management plans and related flood defence plans and strategies.

- 2.57** Before deciding on the scope of a site-specific Flood Risk Assessment, the Strategic Flood Risk Assessment should be consulted along with the Local Planning Authority, Lead Local Flood Authority, the Environment Agency and Northumbrian Water. The completed Flood Risk Assessment should be submitted to the Local Planning Authority for approval.
- 2.58** 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.
- 2.59** Major development proposals should incorporate SuDS unless it can be demonstrated that these are not technically feasible or that the ground conditions are unsuitable. SuDs should be designed in accordance with the local standards ⁽⁶⁾ and national standards ⁽⁷⁾ and arrangements for the long term maintenance and management of any proposed SuDs should be identified within a submitted drainage plan. Maintenance options must clearly identify who will be responsible for SuDS maintenance and funding for maintenance should be fair for householders and premises occupiers. A minimum standard to which the sustainable drainage systems must be maintained should be agreed.
- 2.60** The Council has a duty to have regard to the Northumbrian River Basin Management Plan to ensure the protection and improvement in quality of 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.
- 2.61** 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.

6 Tees Valley Authorities Local Standards for Sustainable Drainage guidance
7 Non-statutory Technical Standards for Sustainable Drainage Systems (Defra, March 2015)



3 LOCAL SPATIAL STRATEGIES

- 3.1** The four local spatial strategies for the borough set out what we aim to achieve in each area of the borough. The strategies do not provide a definitive list of the proposals and projects, rather they give a holistic approach for delivering sustainable development in each part of the borough. The delivery of these projects will not necessarily be the responsibility of the Council, with other groups and organisations responsible for delivering certain elements of the strategies.
- 3.2** The local spatial strategies also aim to reflect the key aspects of the Council's other plans and strategies. The implementation plan in Appendix I sets out how the projects and proposals will be delivered.



Policy LS I

Urban Area Spatial Strategy

The Urban Area Spatial Strategy includes the following settlements:

- Eston
- Grangetown
- Lazenby
- Normanby
- Nunthorpe
- Ormesby
- South Bank
- Teesville

The Council and its partners will aim to:

Sustainable Communities

- a. develop a significant area of new housing development at Low Grange Farm;
- b. improve the older housing areas at South Bank and Grangetown, building upon the successful delivery of the Eco Village;
- c. develop new housing throughout the Greater Eston area to provide a mix of house types and tenures, including affordable housing and special needs housing, to meet the needs and aspirations of local residents;
- d. strengthen the role of Low Grange Farm District Centre, whilst safeguarding and supporting improvements to Eston District Centre, the Local Centres and other neighbourhood shops;
- e. allocate land to the north and west of the Gypsy and Traveller site at The Haven to meet additional need for pitches;
- f. maintain and, where necessary, enhance sports and community facilities;

Economy

- g. strengthen the links to the South Tees employment area;
- h. improve the quality and ensure sufficient supply of general employment land;
- i. support small business growth;
- j. improve skills and workforce development;
- k. raise aspirations of school leavers and economically inactive adults;
- l. develop new business and industry to the north of the A66;

Connectivity

- m. improve pedestrian and cycle accessibility;
- n. support the delivery of the Tees Valley Bus Network Improvements project;
- o. continue the upgrade to South Bank railway station;

- p. improve bus stop facilities;
- q. investigate the feasibility for providing a Park and Ride facility at Nunthorpe;
- r. improve access to, and the quality of, broadband internet;

Environment

- s. review allotment provision in-line with local demand;
- t. enhance existing green routes and improve the linkages between them;
- u. establish and maintain a network of high quality urban green spaces and links;
- v. upgrade the general environment with appropriate landscaping around new housing areas;
- w. safeguard and enhance the significance of buildings, sites, settings and areas of heritage and cultural importance;
- x. protect and enhance the character and special qualities of the Eston Hills; and
- y. improve the environment and security of the employment areas.

- 3.3** South Bank, Grangetown, Eston and Normanby grew from a series of agricultural hamlets following the discovery of ironstone in the 1850s in the Eston Hills and the area's location close to the River Tees and the newly industrialised areas of Middlesbrough. Development around the iron, steel, chemical and ship building industries during the 19th and 20th centuries was rapid. However, as these industries declined during the latter part of the 20th century, the area has experienced considerable socio-economic decline relative to the rest of the UK, which has manifested itself in longstanding problems associated with population decline, unemployment, multiple-deprivation, and environmental degradation. These problems became particularly acute during the 1980s and 1990s in South Bank and Grangetown.
- 3.4** Since this time, there have been a number of initiatives aimed at regenerating the communities of this part of the borough, culminating in the Greater Eston Planning and Regeneration Strategy (2001), which set out a vision for comprehensive, long-term regeneration based on housing market renewal at South Bank and Grangetown, focused around a new district centre at Low Grange Farm to include shops, community facilities and a health centre.
- 3.5** We are well underway with delivering this, with the new district centre now established and the commencement of housing development expected to come forward in the near future. We will aim to continue our strategic approach to regenerating the area through the delivery of new housing, economic development, improved connectivity and a range of environmental enhancements.

Policy LS 2

Coastal Area Spatial Strategy

The Coastal Area Spatial Strategy includes the following settlements:

- Redcar
- Dormanstown
- Kirkleatham
- Marske
- Saltburn

The Council and its partners will aim to:

Sustainable Communities:

- a. promote the role of Redcar town centre as the borough's main service centre for shopping, businesses, services, leisure and community facilities;
- b. strengthen the role of Redcar as the civic centre for the borough;
- c. encourage environmental improvements to the public realm of Redcar Town Centre to provide an attractive retail and business offer that is conducive to investment;
- d. provide upgraded leisure facilities in Redcar;
- e. support the provision of sustainable housing as part of a consolidated Redcar Town Centre;
- f. upgrade older housing areas;
- g. promote new housing development on other sites;
- h. safeguard and enhance Marske District Centre;
- i. seek improvements to sports and community facilities;
- j. support and strengthen the provision of further education facilities;

Economy

- k. deliver significant economic growth and job opportunities through the Tees Valley Enterprise Zone at Kirkleatham Business Park;
- l. support the growth of the economy, recognising the opportunities to grow the visitor and tourism economy in Redcar and Saltburn;
- m. investigate the potential to develop art and cultural improvements along the coastline linking Redcar to Saltburn;
- n. encourage and promote the development of art and culture throughout the area;
- o. support the development of new hotels and other visitor accommodation in the Coastal Area;
- p. support the investigation into the feasibility of developing a new pier in Redcar;

- q. provide managed and move on workspace to support newly qualified students and encourage entrepreneurship;
- r. support the conservation-led development of Kirkleatham Village for economic uses;
- s. provide a range of modern commercial premises that meet contemporary business requirements at Kirkleatham Business Park and Redcar;
- t. encourage improvements to the environmental quality of Longbeck and Warrenby industrial estates;

Connectivity

- u. improve transport connectivity in the heart of Redcar Town Centre;
- v. improve parking provision;
- w. improve transport links between the east and west of Redcar;
- x. secure improvements to existing level crossings;
- y. safeguard and improve rail access;
- z. improve access to, and the quality of, broadband internet;

Environment

- aa. promote and support the sustainable use of the foreshore and dunes in the South Gare and Coatham Sands Site of Special Scientific Interest (SSSI), Redcar Rocks SSSI and the Coatham Marsh Nature Reserve whilst protecting and enhancing the features of the Teesmouth and Cleveland Coast SPA/Ramsar site;
- ab. safeguard and enhance the significance of all buildings, sites and areas of heritage and cultural importance;
- ac. enhance the quality of buildings in Redcar Town Centre and along the seafront;
- ad. support conservation-led development in Kirkleatham;
- ae. improve parks and green spaces;
- af. ensure the coastline is managed in an appropriate manner;
- ag. protect bathing water quality; and
- ah. safeguard areas at risk from flooding.

3.6 Redcar is the largest town in the borough. It grew out of two small fishing villages following the arrival of the railway in the mid-19th century to become a popular residential area and coastal resort for the growing industrial settlements of Middlesbrough and beyond. Redcar's declining fortunes mirror those of many other British coastal towns.

3.7 The Esplanade along the seafront has recently been subject to significant redevelopment and enhancements as part of a project that included a new sea wall to protect the town from coastal flooding. The Redcar Beacon is a

key landmark building offering visitors the chance to enjoy 360 degree views of Redcar seafront, which now also includes the Palace Hub, with both buildings providing business accommodation to the creative sector.

- 3.8** Behind the Esplanade lies the High Street and town centre. The traditional linear High Street is supplemented by newer retail units at Regent Walk, which have established a new focus for the primary shopping area in Redcar, and provide a link between the High Street and a supermarket.
- 3.9** There are a wide range of services in and around Redcar Town Centre. These include Redcar and Cleveland College and other education facilities, health and care facilities, public transport, parks, community and leisure facilities.
- 3.10** Redcar racecourse lies to the south of the town centre and continues to provide an attraction for visitors.
- 3.11** Redcar provides a range of housing areas. The town has a strong housing market and has proven a popular area for new house building in recent years. However, some of the areas are in need of improvement. The Regeneration Masterplan will promote an energy efficient, distinctive and innovative style of housing delivered on infill sites along the seafront and in the town centre.
- 3.12** Redcar lies just to the east of the heavy industry areas of the South Tees and Wilton International, which have traditionally provided the main employment opportunities for residents. The Kirkleatham Business Park at the south west of the town is being developed to provide a choice of employment opportunities in the business sector. Part of the business park benefits from Enterprise Zone status, that includes business rates relief and simplified planning status.
- 3.13** The town has an attractive and varied coastal setting extending to include important areas of biodiversity and geological interest. These include the internationally important Teesmouth and Cleveland Coast SPA/Ramsar site, protected by the Habitats Regulations. On the southern edge of the town lies the unspoilt historic village and parkland of Kirkleatham with the borough's main museum based in the Old Hall.
- 3.14** To the east of Redcar lies the coastal community of Marske, which has developed from an agricultural village following the arrival of the railway to bring ironstone to the foundries of the South Tees. 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. There are two railway stations that serve Marske providing linkages to Saltburn to the east and to Middlesbrough, Darlington and beyond to the west.

- 3.15** Saltburn grew rapidly from a coastal hamlet following the opening of the railway in 1861 to become a venue for holiday makers from the new industrial communities along the Tees. The Victorian new town was born out of the burgeoning iron trade on Teesside and the expansion of the railways into the East Cleveland iron ore field.

- 3.16** Saltburn's popularity as both a select residential suburb and seaside resort continued into the second half of the 20th century, when its holiday function declined sharply. However, in recent years the town has entered a renaissance as one of the borough's more desirable areas in which to live, and its attractive setting and Victorian character attract visitors once again.

- 3.17** Saltburn is separated from Marske by a Strategic Gap. It remains an important retail and tourism location in the Coastal area.



Policy LS 3

Rural Communities Spatial Strategy

The Rural Communities Spatial Strategy includes the following settlements:

- Boosbeck
- Brotton
- Carlin How
- Dunsdale
- Guisborough
- Lingdale
- Liverton
- Liverton Mines
- Loftus
- Margrove Park
- Moorsholm
- New Marske
- Newton under Roseberry (part)
- North Skelton
- Skelton
- Skelton Green
- Skinningrove
- Stanghow
- Upleatham
- Wilton
- Yearby

The Council and its partners will aim to:

Sustainable Communities

- a. 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;
- b. support the provision of community facilities in other rural locations to act as hubs for local people and communities;
- c. broaden the offer of executive housing through the development of exceptionally high quality, individually designed homes in the countryside;
- d. develop new housing of an appropriate scale, with a mix of types and tenures, in suitable rural settlements;
- e. improve older and less popular housing areas;
- f. seek improvements to sports and community facilities;
- g. support and strengthen the provision of further education facilities;

Economy

- h. safeguard and promote the steel and engineering industries at Skinningrove;
- i. provide a range of modern commercial premises that meet contemporary business requirements at Skelton Industrial Estate;
- j. support local enterprise through the creation of well-connected rural hubs that provide start-up and grow-on space in rural settlements;
- k. promote Guisborough and East Cleveland as tourist destinations;

Connectivity

- l. support the delivery of the Tees Valley Bus Network Improvements project;
- m. encourage the improvement of rail passenger services;
- n. improve access to, and the quality of, broadband internet;

Environment

- o. safeguard and enhance the significance of buildings, sites, settings and areas of heritage and cultural importance;
- p. conserve, protect and enhance the Heritage Coast;
- q. recognise the special character of the landscape in the rural area, in particular the periphery of the North York Moors National Park;
- r. 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;
- s. provide a network of green infrastructure routes into and between the North York Moors National Park and the North Yorkshire and Cleveland Heritage Coast, and between Guisborough and Nunthorpe;
- t. safeguard the setting of settlements; and
- u. protect bathing water quality.

- 3.18** Guisborough is one of the oldest towns of the borough, having developed around the 12th century priory and, subsequently, as a market town serving the surrounding rural area. The town developed in the mid-19th century with the development of ironstone mining in the locality. The town developed extensively during the latter part of the 20th century as it became a popular housing area serving the major employment areas of Teesside.
- 3.19** There are many settlements dispersed throughout the rural part of the borough. Each has developed its own distinctive character with Loftus, Brotton and Skelton growing from medieval agricultural settlements with the expansion of ironstone mining in the area and the development of the railway line to Middlesbrough. These centres provide shopping and community facilities and serve nearby smaller villages.
- 3.20** The coastal village of Skinningrove nestles in a narrow valley in an area that has become the focus for steel processing and heavy industry.
- 3.21** Within the centre of East Cleveland are a number of smaller villages such as Boosbeck and Margrove Park which developed in the mid-to-late 19th century as new mining communities linked to the ironstone.
- 3.22** Yearby and Upleatham retain much of their character as 18th and 19th century estate villages.

- 3.23** The Boulby potash mine, lying in the National Park outside the plan area, is the main employer for the communities in East Cleveland and continues the area's mining tradition. Skelton Industrial Estate is the major employment location in the East Cleveland area, with smaller industrial estates and business parks located in Guisborough, Lingdale and Liverton Mines.
- 3.24** The area enjoys a high quality environment, being on the fringe of the North York Moors National Park. It includes the North Yorkshire and Cleveland Heritage Coast and extensive areas of attractive wooded valleys.



Policy LS 4

South Tees Spatial Strategy

The South Tees Spatial Strategy includes:

- Wilton International
- South Tees Development Corporation area, as illustrated on the Policies Map (including current and former steelworks at South Tees and Redcar)
- Teesport
- South Tees Industrial Estates and Business Parks

The Council and its partners will aim to:

Economy

- deliver significant economic growth and job opportunities through the South Tees Development Corporation and Tees Valley Enterprise Zone at Wilton International and South Bank Wharf;
- support the regeneration of the South Tees Development Corporation area through implementing the South Tees Area Supplementary Planning Document;
- grow the environmental and recycling sector;
- investigate opportunities to create a new energy hub to support the offshore wind and sub-sea engineering sectors;
- support the expansion and protection of the port and logistics sector;
- improve existing employment areas and provide a range of modern commercial premises that meet contemporary business requirements including the target sectors of the South Tees Area Supplementary Planning Document;
- continue development on general industrial and business estates;
- give the area an identity and make it attractive to inward investment;
- develop the chemical, technology and energy production industries at Wilton International;
- support the existing steel industries and take a lead role in supporting the future regeneration of former steel sites as part of the South Tees Development Corporation;
- enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;
- encourage clean and more efficient industry in the South Tees area to help reduce carbon dioxide emissions and risk of environmental pollution;

- m. support development related to Sirius Minerals' North Yorkshire Polyhalite project; and
- n. support the extension of the road network to unlock the development potential of South Tees.

Connectivity

- o. improve and maintain access links between South Tees and the strategic road network;
- p. support improvements to the strategic and local road networks to support economic growth;
- q. deliver rail infrastructure improvements to support an increased movement of rail freight;
- r. investigate the feasibility for providing a new rail halt at Wilton International;
- s. maintain and improve public transport connectivity with settlements in the borough and beyond;
- t. support the extension of the road network to unlock the development potential of South Tees;
- u. maintain and enhance walking and cycling routes from nearby towns to the South Tees employment areas;
- v. improve access to, and the quality of, broadband internet;

Environment

- w. enhance the environmental quality of employment through well planned boundary treatments;
- x. secure decontamination and redevelopment of potentially contaminated land;
- y. protect European sites, and safeguard and improve sites of biodiversity interest particularly along the River Tees and the estuary and encourage integrated habitat creation and management;
- z. enhance the environmental quality of the River Tees and coastline;
- aa. safeguard and enhance the significance of buildings, sites, settings and areas of heritage and cultural importance including the 'Dorman Long' tower at South Bank Coke Ovens supporting its adaptation to enable alternative uses;
- ab. encourage improvements to access, interpretation and wildlife conservation and biodiversity across the area;
- ac. support the development of the South Tees District Heating System; and
- ad. support the development Carbon Capture and Storage to de-carbonise the local economy.

- 3.25** This major industrial area developed along the south bank of the River Tees estuary during the 19th and 20th centuries initially, with the iron and steel and shipbuilding industries making use of their riverside location. Later the chemical and energy industries developed around Teesport and the freight interchange.
- 3.26** The South Tees area continues to provide a key driver in the Tees Valley economy providing a wide range of skilled employment opportunities in the port and logistics, chemical and steel sectors. There are also many businesses in the area that provide ancillary services to the major industries. The area has further potential to contribute to the national economy, particularly through the establishment of the South Tees Development Corporation (STDC) which will drive economic growth and regeneration. The STDC covers a 1820ha area, including the former SSI site, and surrounding land, Teesport, Bolckow Industrial Estate and South Tees Freight Park.
- 3.27** A Master Plan is being prepared by the STDC and the Council will adopt the South Tees Area Supplementary Planning Document. This will help to guide development of this area, including associated infrastructure improvements. Opportunities include the expansion of process and advanced engineering manufacturing sectors, and other industries which can take advantage of the areas unique locational benefits and large-scale plots of land. The close proximity to the North Sea and offshore projects provides the opportunity to create a new energy hub, supporting the offshore wind and sub-sea engineering sectors, and other marine based activities.
- 3.28** Planning permission has been granted for the Sirius Minerals' North Yorkshire Polyhalite project, which proposes to transport mined ore from a new mine in the North York Moors National Park via a tunnel conveyor to a new minerals handling facility at Wilton International.
- 3.29** Land at Wilton International and South Bank Wharf has been included in the Tees Valley Enterprise Zone. The Enterprise Zone aims to attract new employers in specific target sectors; energy production at Wilton International and renewable / advanced engineering at South Bank Wharf. Enhanced capital allowances are available for large-scale occupiers against the cost of their plant and machinery.
- 3.30** In recent years, the Council and its partners have been seeking to improve the image of the area and the legacy of heavy industry. Controls on the release of pollutants and waste have led to significant improvement of the quality of air and water. Extensive areas of landscaping and earth mounding have improved the approaches to the industrial areas, which have been further upgraded through the provision of enhanced gateway features and signage.

- 3.31** The area is well served by the strategic highway network, with the A66 providing linkages to the A19 and A1. The railway line crosses the area with limited services at South Bank station. Teesport and other parts of the area are linked to the rail freight network. The South Tees area is easily accessible to employees from many parts of the Tees Valley.
- 3.32** The establishment of the new access at South Bank off Dockside Road and Middlesbrough Road East as shown on the Policies Map is intended to better connect the A66 highway to the South Bank Wharf Tees Valley Enterprise Zone site opening up this area for development and also providing a second primary access to Teesport. It will be an integral part of any development of this area.
- 3.33** Despite a history of industrial development, the River Tees and estuary retain important wildlife sites, in particular the Teesmouth and Cleveland Coast SPA / Ramsar site, protected by the Habitats Regulations. All developments should be considered against the requirements of Policy N4 'Biodiversity and Geological Conservation'.

4 REGENERATION

- 4.1** Redcar & Cleveland Borough Council is committed to the regeneration of the borough. We have our Regeneration Masterplan, setting out a long-term, 15-year vision for the social, economic and physical development of the borough. It outlines a range of projects that can stimulate the local economy and create jobs. The delivery of the Regeneration Masterplan is now being reinforced through a new Economic Growth Strategy for Redcar and Cleveland.
- 4.2** Most of the projects can be delivered through the thematic policies set out in the Local Plan. However, there are three specific locations in the borough that have been identified as 'Regeneration' allocations, each with their own unique aims and objectives:
- **Coatham** - a mixed use scheme, focusing on leisure, tourism and visitor uses;
 - **Kirkleatham** - conservation-led development that helps to protect and enhance the historic assets at Kirkleatham Village, including listed buildings at risk;
 - **Skelton** - to provide modern business accommodation, alongside commercial development opportunities arising from the development of the Asda supermarket and a long-term strategic housing option; and
 - **Loftus** - to support the regeneration of the town and to encourage additional development to support its long-term sustainability.



Policy REG I

Coatham

Land at Coatham (8.7 ha) is allocated for a mixed use development comprising of leisure, tourism, visitor and retail uses.

It is expected that the proposals will achieve the following:

- 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;
- d. good accessibility by sustainable transport, including walking and cycling;
- e. high quality development that has regard to the character and appearance of the nearby Coatham Conservation Area; and
- f. a site layout and design informed and supported by a Flood Risk Assessment, where any development is proposed in Flood Zones 2 or 3.

Proposals should be in accordance with the requirements of Policy N4, including the provision of any necessary mitigation.

- 4.3 This site was part of a previous allocation in the Redcar & Cleveland Local Plan (1999) for a mixed leisure and housing development. In 2010, the greenfield part of that allocation was designated as a village green and is now protected from any development that would affect its established use.
- 4.4 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, which includes the redeveloped seafront and the new Redcar & Cleveland Leisure and Community Heart. The development should be of a high quality and the use of a design strategy will be encouraged. 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.
- 4.5 Whilst the site is allocated primarily for leisure, tourism and visitor uses, some retail and other ancillary uses will be supported as they could improve the leisure and tourism offer of the site. Retail and other main town centre uses, such as restaurants and cafés, may be used as part of a linked trip and

increase the length of stay. Whilst main town centre uses may be supported on the site, they will still be expected to be supported by an impact assessment in line with Policy ED1.

- 4.6** The site is located approximately 130m to the north of Coatham Conservation Area. Development proposals should, therefore, be of a high quality design, having regard to the character and appearance of the conservation area, and should, where possible, respect the historic links of Coatham with the coast.
- 4.7** Parts of the site are located in Flood Zones 2 and 3. Where development is proposed on land within Flood Zones 2 and 3, a flood risk assessment should demonstrate that the development will be safe, including access and egress, without increasing flood risk elsewhere. Development should be designed to be appropriately flood resilient and resistant.
- 4.8** As the site comprises 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.
- 4.9** The site is located in close proximity to the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site. There is, therefore, potential for proposals in this area to impact upon the integrity of the site, including through increased recreational disturbance. All proposals should comply with the requirements of Policy N4, including the provision of any necessary mitigation, to ensure that there will be no adverse effect on the SPA and Ramsar site. Developers are advised to contact the Council for further guidance on suitable mitigation strategies prior to the submission of a planning application.

Policy REG 2

Kirkleatham

Kirkleatham Estate will continue to be recognised as a major heritage asset in Redcar and Cleveland. Action will be taken to reduce risk and maximise potential by implementing a conservation-led approach to the rescue, re-use and future management of these historic assets based on a sound understanding of their significance. The Council has created an Investment Prospectus for the historic estate to ensure appropriate uses for the heritage assets of the estate.

The conservation-led project has commenced with planning permission and listed building consent being granted for re-development of Kirkleatham walled garden. The associated Investment Prospectus enable successful social regeneration, which revives social cohesion and communities; economic regeneration which uses physical renovation to revive the economic market of a place; and cultural regeneration in order to make a positive contribution to local communities.

Through sensitive and appropriate conservation-led regeneration, and informed future management, Kirkleatham Estate will realise its potential as a valuable historic asset in a wider cultural landscape whilst successfully combining heritage protection with economic activity to ensure future sustainability. Access and interpretation would form part of its future.

The surrounding landscape will be protected and opportunities sought for their restoration, management and sensitive re-use.

The Kirkleatham Conservation Plan (and its two addendums) will be actively used to inform the preparation of any development proposals that are brought forward to help guide the future of the estate and ensure its historical significance is maintained and, where appropriate, enhanced or better revealed.

Accepted conservation philosophies should be adhered to when considering any change to original fabric, spaces or layout at Kirkleatham Hall Stables and Garden and other heritage structures and land within the broader site.

Kirkleatham Estate should be considered as a whole, ensuring its component elements, ranges and rooms, and the relationships between them and their setting and wider cultural landscape, are protected and enhanced. There should be a presumption in favour of retaining and conserving in situ all buildings, structures, landscaping, archaeological deposits and other features at the site. There should be a presumption against the demolition of structures of heritage interest, including partial demolition or removal.

- 4.10** The historic environment lies at the heart of our sense of place and can be a valuable catalyst for regeneration. Redcar and Cleveland's most attractive and distinctive environments are tremendous assets whose potential should be realised. Regeneration needs to be undertaken with sensitivity if it is to create better places and stronger communities. Understanding how places change, and recognising the significance of their history, is key to successful and sustainable regeneration. Integrating historic assets into urban regeneration schemes has been shown to create popular, successful urban quarters with character, where people enjoy living, working and investing. Such regeneration represents an opportunity for conservation and development to work together sustainably for the benefit of local communities, both now and in the future.
- 4.11** Kirkleatham Hall Stables and Garden are in the Kirkleatham Estate in the north of the borough, south of the mouth of the River Tees. The estate is immediately east of the A1042, around 3km south of central Redcar and 6km north of Guisborough.
- 4.12** The Kirkleatham Estate comprises a concentration of buildings and landscape features, including surviving remnants of the designed gardens of Kirkleatham Hall, a large early seventeenth century country house demolished in the mid 1950s. The hall and its grounds and parkland grew within, and later absorbed and re-ordered large parts of, the village of Kirkleatham and its hinterland. The estate subsequently expanded and later declined, and is now the subject of conservation endeavours.
- 4.13** The estate area comprises a group of stable buildings with surrounding garden features including gatepiers, gateway, bastions, ha-ha and lodge in pockets of land to the north of the hall's site. It has a high concentration of heritage assets, including one Grade I, four Grade II* and two Grade II listed buildings. It is only part of the wider cultural landscape at Kirkleatham but does encompass the most protected and at-risk built elements in the former hall's grounds. 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.
- 4.14** East, north and west of the village is open managed parkland, arable fields and grazing, with the suburban outskirts of Redcar only 500m to the north. Immediately south is a special school, Kirkleatham Hall School, on the site of the hall, plus further elements of the designed estate and Kirkleatham village itself.
- 4.15** Kirkleatham is in the southern half of the Tees Lowlands countryside character area, a broad low-lying plain of gently undulating farmland and sparse woodland contrasting with extensive river bank conurbation and industry, punctuated by the historic planned parkland of the estate. There

are wide views south to the wooded escarpment edge of the Cleveland Hills, and a distinctive industrial skyline. The natural environment of Kirkleatham Estate will be protected, managed 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 landscape features, such as local watercourses, by de-culverting (subject to flooding considerations).

- 4.16** The Kirkleatham Estate is seen as the jewel in the crown in terms of the Council's asset portfolio and, as such, a long-term strategic use is required for the estate. The Council recognises the importance and significance of the heritage assets of the Kirkleatham historic estate and it is acknowledged that currently there are limited beneficial uses arising from these assets. The condition of the estate is deteriorating. Main operational uses include the Kirkleatham Special School and the museum complex. However, other assets are vacant or are not used to their full potential and, as a result, the estate does not offer value for money and is not sustainable.
- 4.17** The Council has completed a series of assessments, including a Conservation Plan (plus two addendums), a use testing study and a development options study for the estate. We have liaised proactively with Historic England throughout, continuing to do so in looking at ways at evolving the estate and ensuring its future is sustainable. To support the Council's ambitions, in August 2015 we undertook an Enquiry By Design event at Kirkleatham, in partnership with the Prince's Foundation for The Built Environment. This brought together a range of specialists, service providers and community representatives to analyse the estate; consider and shape ideas for its future and create a masterplan setting out the events conclusions; and establishing a basis for the future development of Kirkleatham Estate.
- 4.18** Reflecting the heritage and integrity of the walled garden, the Council has obtained planning permission and listed building consent to re-establish the an active site for horticulture and catering at Kirkleatham, which is intended to be the first step of the ongoing restoration of the estate.
- 4.19** Works and analysis undertaken in relation to Kirkleatham Estate would help to ensure that a full understanding of the historical context and importance of the overall estate is established. It would also ensure developers are able to thoroughly understand the heritage and planning issues that need to be fully considered in order to make opportunities within the Kirkleatham estate viable.
- 4.20** Kirkleatham Hall Stables, Garden and the estate have long been recognised as a major heritage cause for celebration, not just in Redcar and Cleveland, but for the Tees Valley too. As the necessity for sustainable economic re-use

becomes more urgent, achieving this in a conservation-led way should remain a firm goal. The protection and enhancement of the estate's significance and the reduction of risk to its fabric, character and setting is essential.

- 4.21** Sensitive re-use within the estate will be of particular importance in order to retain its significance. A firm, conservation-led, approach to rescue and pro-active future management within the context of the hall and estate's historic landscape, and the wider village must lie at the heart of any future development proposals for the estate.
- 4.22** Protecting the estate's significance from risks associated with a non-conservation-led approach must be given due regard. Conservation principles for works to the historic fabric and spaces should form the basis of any development proposal brought forward for the estate, but these principles should be sufficiently flexible to achieve the necessary balance between protecting the estate's significance and allowing its early economic re-use and protection into the future.
- 4.23** Recognition must be given to the geographical nature and make-up of the estate and that its heritage features should be considered in their entirety in order to counter the potential harm that could result from differing approaches or standards taking place at different parts of the estate. These risks may increase if ownership is fragmented as a result of re-use, therefore a holistic approach will be crucial to prevent acting against the interests of any one component. Detailed consideration of proposals prior to any works on site commencing should take place to ensure the integrity and significance of the estate is protected and enhanced with any development proposal that is brought forward.
- 4.24** 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.
- 4.25** As such, an Investment Prospectus would be prepared that sets out the project's long-term ambitions whilst, at the same time, establishing the key short-term objectives that need to be achieved in order to meet longer term ambitions. It is the intention that the Investment Prospectus would set out a coherent approach to revitalising the historic estate through:
- restoring the stable block and walled garden and other features, bringing them back into sustainable use;
 - exploring the development opportunities of the estate and how it can be used in future - via identifying specific sites and, within the context of Kirkleatham being a designated conservation area, considering the potential for creating development partnerships with commercial investors;

- enabling people to move into work, education or training by combining the conservation and re-development work with training opportunities. Providing a dynamic range of vocational opportunities for the borough's 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; and
- creating a heritage compatible offer, sustainable both from a conservation aspect and economically, that can contribute to the local resident and visitor economy. The borough currently attracts over 3 million visitors who provide an economic benefit of approximately £100 million per annum. The potential to develop new attractions and complimentary opportunities within the estate, along with the unique concentration of historic landscape and architecture, will create a bespoke visitor attraction that will be promoted vigorously.



Policy REG 3

Skelton

Land at Skelton (52ha) is allocated for a mixed use development comprising commercial and residential uses. Development of the site will include the following elements:

- a. approximately 17ha at the western part of the site, as identified in Inset Map 01, will be utilised as a long term strategic site for residential development of approximately 400 dwellings, 200 of which are expected to be delivered over the plan period;
- b. approximately 27ha of land at Skelton Industrial Estate, as identified in Inset Map 01, will be developed and safeguarded for employment uses (B1, B2 and B8) in accordance with Policy ED6; and
- c. proposals for commercial uses will be supported on approximately 5ha of land on the eastern part of the site, as identified in Inset Map 01, where they are compatible with the adjacent uses and would not significantly harm the vitality and viability of Skelton Local Centre.

It is expected that proposals will achieve the following:

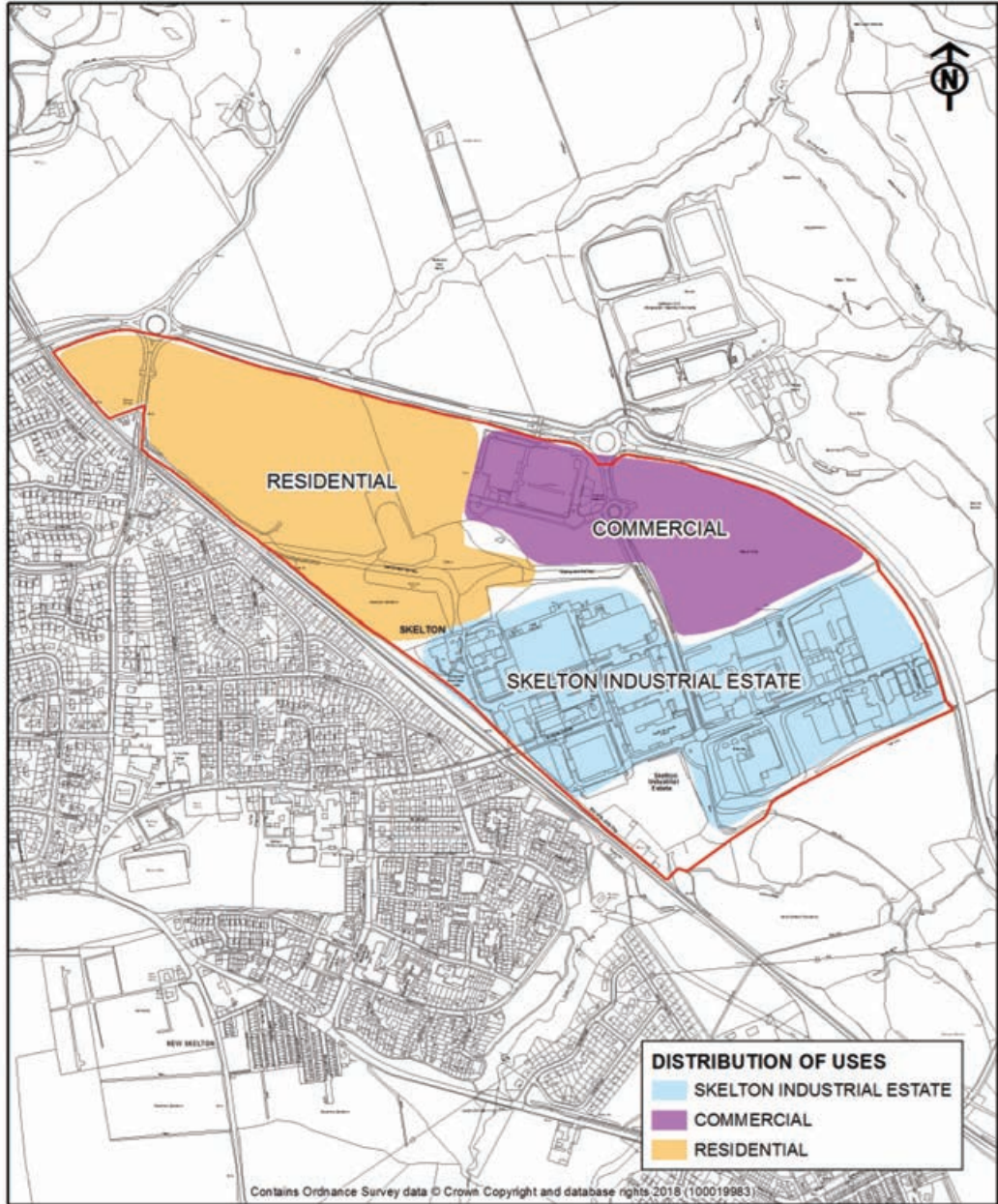
- d. on-site affordable housing provision in accordance with the requirements of Policy H4;
- e. significant provision of appropriate and highly accessible community green space within the site, including the retention of existing allotments and, potentially, contributions to enhance local off-site facilities;
- f. ground investigation and prior completion of any necessary remediation work;
- g. a sustainable surface water drainage scheme;
- h. completion of an ecological survey and any appropriate mitigation;
- i. a landscape assessment and appropriate landscaping scheme throughout the site, including a deep planting buffer towards the A174 Skelton and Brotton Bypass and the eastern fringe of the site;
- j. improved pedestrian linkages to the existing settlement;
- k. accordance with the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and
- l. contributions, as necessary at the time of application, towards any other services and community infrastructure enhancements.

- 4.26** The Redcar & Cleveland Employment Land Review (ELR)(2016) indicates that whilst Skelton Industrial Estate should continue to be safeguarded for general industrial and business use, there is no quantitative need to retain

an area of land for an extension to the estate. However, the ELR does identify that there are qualitative deficiencies with the existing industrial estate as many of the buildings are outdated and far too large for potential users. This has resulted in a number of vacancies.

- 4.27** The Council is, therefore, proposing to allocate the existing industrial estate and the former industrial estate extension area for a mixed use regeneration site, comprising a range of commercial and residential uses, in order to improve the commercial offer and safeguard its position as the principal industrial estate serving East Cleveland.
- 4.28** This will help to address the qualitative deficiencies of the existing industrial estate by making extra land available for commercial uses, which would benefit from an active road frontage on A174 Skelton and Brotton Bypass and would provide modern units to meet the demands of potential users. The existing industrial estate may be redeveloped in the longer term, should sites become available.
- 4.29** Skelton Industrial Estate previously had a Local Development Order (LDO) in place permitting a wide range of development that falls within B1, B2 and B8 use classes. The LDO was time-limited and expired on 31st March 2018.
- 4.30** The bulk of the residential development is envisaged to take place on the western part of the site, with up to 400 dwellings being provided. It is considered that approximately 200 dwellings will be completed within the plan period, with the remainder being completed thereafter.
- 4.31** Instead of being safeguarded for just industrial and business use (B1, B2 and B8), part of the site will also be suitable for a range of commercial uses to complement the existing Asda superstore. However, where main town centre uses are proposed, these will be expected to undertake a retail impact assessment, where appropriate, in accordance with Policy ED1 and should cause no significant harm to the vitality and viability of Skelton Local Centre.
- 4.32** The site will be expected to deliver a significant provision of appropriate and highly accessible community green space and, potentially, contributions to enhance local off-site facilities. The existing allotments should be retained. It is likely that the area of the former minehead may be the most appropriate location for this community green space, as it may not be suitable for development.
- 4.33** As part of the site was formerly used for mine workings, there is the potential for there to be some level of contamination and/or ground stability issues. The applicant will be required to undertake a ground survey and any necessary mitigation measures.

- 4.34** As a large proportion of the site is greenfield land, development could significantly increase the surface water runoff from the site. Furthermore, Northumbrian Water also has an interest in the site, as there is a culvert which runs through it. A comprehensive SuDs scheme will, therefore, be required, and the developer should enter into early discussions regarding their proposals with Northumbrian Water.
- 4.35** The development will be expected to provide a significant landscaped buffer along the boundary of the site with the A174 Skelton and Brotton Bypass to soften the impact of the development upon the landscape. It may be appropriate to reduce the depth of the buffer adjacent to the commercial uses to offer some presence on the main road frontage. However, there is a significant fall in ground levels to the east of the site. The deep landscaping buffer should also be provided along the eastern side of the site to screen the development and ensure it does not appear too prominent within the landscape.
- 4.36** It is important that the development is well connected to the existing settlement, to take advantage of existing shops and services and provide a more sustainable form of development.
- 4.37** Natural England are proposing to extend the extent of the Teesmouth and Cleveland Coast SPA. This is expected to bring the SPA/potential SPA within 6km of the allocation. Residential development and any tourist or leisure proposals which would increase recreation disturbance of the SPA, will therefore be expected to contribute towards measures identified in the Teesmouth & Cleveland Coast SPA Recreation Management Plan, unless other appropriate mitigation is provided. Further detail is contained in Policy N4.
- 4.38** It will also be necessary for the developer to provide contributions towards off-site infrastructure enhancements, where required. There is limited capacity at Skelton Primary School and limited opportunity to further expand the existing school. It may, therefore, be necessary to provide an additional school on site as part of the development.



Inset Map 01: Distribution of Uses

Policy REG 4

Loftus

The Council is committed to revitalising Loftus, ensuring it has a vibrant district centre with a range of facilities to support the local community and visitors. As such, we will support its regeneration alongside encouraging new development within the town.

Working with our partners we aim to:

- a. refocus town centre activity through a consolidated District Centre boundary (identified through Policy ED1);
- b. seek improvements to the High Street through the renovation of existing buildings and, where appropriate, the redevelopment of sites;
- c. secure improvements to the public realm, with a focus on reconfiguring the Market Place;
- d. deliver extra-care and other housing at the Westfield Estate;
- e. support the redevelopment of Empire Theatre site for housing;
- f. secure a use for The Royal public house, or find an appropriate alternative use for the building and/or site;
- g. encourage the redevelopment or re-use of the former bus depot site;
- h. support development on the site of the former Arlington Chapel and School House;
- i. prepare a Conservation Area Management Plan to help improve the historic environment; and
- j. provide additional car-parking to serve Loftus District Centre.

In supporting the improvement of Loftus, additional housing land has been identified through the allocations in Policy H3 to provide a range of future development options.

- 4.39** Loftus is a civil parish situated in the east of Redcar and Cleveland Borough, sitting in an attractive rural setting and in very close proximity to the North York Moors National Park. There is widespread recognition by partners, residents and businesses that Loftus is in decline and under-performing. The town suffers significant issues of deprivation and rural isolation, with a number of issues with respect to poor connectivity and infrastructure. In particular the town suffers from a lack of passenger rail services and poor accessibility from major routes, whilst bus services are limited due to lack of commercial viability.

- 4.40** As a result of low demand from retailers, there are vacant premises along the High Street that are no longer fit for purpose and have fallen into disrepair. The town serves as a district centre, used mainly for convenience shopping, with many car owners tending to shop elsewhere. The enlarged and split service core of Loftus is no longer sustainable. In particular the central area of the town is suffering, with a growing number of vacant properties and derelict plots.
- 4.41** Much of the housing stock and wider rural setting of Loftus is attractive and, therefore, opportunities exist to improve the performance of the town. This was recognised through the Redcar and Cleveland Regeneration Masterplan, which identified ‘Living in Loftus’ as one of its projects. The project aimed to create a better centre for Loftus, primarily focused around the historic core of the town and supporting wider regeneration opportunities, including improved housing provision. The key elements of this project were to develop a town strategy and detailed masterplan for the retail and historic core, followed by market testing, creation of a design guide and the acquisition of any sites followed by implementation.
- 4.42** The Council remains committed to delivering the ‘Living in Loftus’ project. However, due to the lack of commercial viability, the delivery of many proposals will be highly reliant on public sector funding. Initially, the Council is working in partnership with the local community to secure external funding, such as through the Heritage Lottery Fund, and will aim to secure additional funds to deliver improvements to Loftus as and when they become available. We will also work in partnership with other organisations to maximise the opportunity for investment in Loftus.
- 4.43** The Council also recognises that the historic core of Loftus includes many important and attractive buildings, recognised through the designation of the Loftus Conservation Area. However, there have been numerous instances where inappropriate development, such as alterations to buildings, have led to the deterioration in the quality of the historic environment in this areas. In order to address this, the Council will prepare a Conservation Area Management Plan for the town to set out how we will address these issues and improve the Conservation Area.

5 ECONOMIC DEVELOPMENT

- 5.1** Creating local employment opportunities is a key element in delivering sustainable communities and economic growth in the borough. The borough's economy has been based on the traditional steel and chemical industries, which were a characteristic of the area for much of the 20th century. These industries remain important to the local economy but, with growing world competition, they are increasingly vulnerable to overseas competition. An economy based on a few large business sectors is vulnerable to any future changes. Diversifying the local economy, whilst building on the skills and expertise in the borough, will be an important objective to be supported by the Local Plan. This includes the growth opportunities anticipated from the expansion of Teesport, and the recycling and energy sectors.
- 5.2** A large part of the borough is rural and relatively poorly positioned in relation to the core of the Tees Valley economy. The rural economy is dominated by small, local businesses and a few large employers, such as Cleveland Potash at Boulby and the steelworks at Skinningrove. To help strengthen the rural economy, the Council supports 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. However, it is important to protect local employment sites within the rural area, to ensure local needs can be met.
- 5.3** The borough's town, district and local centres are an important aspect of the local economy, providing shops, services and community facilities to serve our local communities. These centres help give areas their own identity and are particularly important to members of the public who are less mobile, or do not have easy access to a car. The Council will seek to protect and enhance the vitality and viability of these centres through the Local Plan.

Policy ED I

Protecting and Enhancing the Borough's Centres

The following hierarchy of town, district and local centres will be used in the Local Plan:

| | | |
|-------------------------|--|--|
| Town Centre | <ul style="list-style-type: none"> • Redcar | |
| District Centres | <ul style="list-style-type: none"> • Eston • Guisborough • Loftus | <ul style="list-style-type: none"> • Low Grange Farm • Marske • Saltburn |
| Local Centres | <ul style="list-style-type: none"> • Brotton, High Street • Carlin How • Dormanstown, Ennis Square • Guisborough, Enfield Chase • New Marske, Birkdale Road | <ul style="list-style-type: none"> • Normanby • Nunthorpe • Redcar, Park Avenue • Redcar, Roseberry Square • Skelton, High Street |

Development proposals for main town centre uses⁽⁸⁾ will be focused in town, district and local centres.

Any proposal for a main town centre use will be expected to follow the sequential assessment approach set out within the NPPF, favouring locations within existing centres, followed by edge of centre locations. The sequential assessment will not apply to site allocations for main town centre uses, or small-scale proposals for main town centre uses (less than 200m² gross), except where the site is safeguarded/allocated for another form of development.

An impact assessment will be required to support any retail or leisure development outside of an existing centre, where the gross floorspace proposed would be above any of the following thresholds:

- retail development (where Redcar Town Centre is the nearest town or district centre): 1,000m²;
- all other retail development: 500m²; and
- leisure development:

8 For the purposes of the Local Plan, main town centre uses are as defined by the NPPF.

- i. cinemas, health and fitness clubs, tenpin bowling, casinos, nightclubs and bingo halls: 1,000m²; and
- ii. cafes, restaurants, pubs and bars: 500m²

The vitality and viability of the town and district centres will be maintained and, where appropriate, enhanced. Measures will include:

- d. safeguarding the retail character and function of the area. Within Redcar Primary Shopping Area, at least 75% of the units will be retained for A1 use. Within Guisborough Primary Shopping Area, at least 55% of the units will be retained for A1 use. No A5 uses will be permitted within the primary shopping areas;
- e. enhancing the appearance, safety and environmental quality of the centre;
- f. encouraging a diversity of uses within the centre (outside of the primary shopping areas) including a range of retail, leisure, social, education, arts, cultural, office, residential and commercial uses. Particular attention will be given to bringing upper floors back into active use;
- g. safeguarding and improving markets within centres, including increasing their frequency;
- h. promoting the reuse of vacant buildings, especially those of heritage value and at risk;
- i. maintaining and enhancing access to the centre by sustainable modes of transport, and encouraging multi-purpose trips; and
- j. improving the quality and quantity of parking in designated centres, where necessary.

The role of local centres in the borough will be maintained and strengthened to better serve the local community. Proposals within local centres will be supported where they contribute to the vitality and viability of the centre and enhance the range and quality of shops and services.

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, unless it has been demonstrated that there is no longer a need or demand for the facility or its loss would secure wider community benefits.

- 5.4** It is important that the vitality and viability of the existing centres in the borough are safeguarded and enhanced. The network of centres has an important role to play in delivering sustainable and inclusive communities, providing access to shops, offices, community facilities and leisure opportunities.

- 5.5** Town, district and local centres should provide a diverse range of uses and a high quality environment if they are to be places where people wish to visit. Development proposals for main town centre uses, including retail, leisure, entertainment facilities, offices, arts, culture and tourism will continue to be focused in the defined town, district and local centres in the borough.
- 5.6** The Local Plan will ensure that the scale and type of development is appropriate to the future of the centre. Where a proposal is submitted for a town centre use in an edge-of-centre or out-of-centre location, the applicant will be required to follow the sequential assessment approach set out in the NPPF. The sequential assessment will not apply to small-scale proposals for main town centre uses (less than 200m² gross).
- 5.7** The NPPF requires local planning authorities to set their own local thresholds for the circumstances under which retail impact assessments are required for out-of-centre retail developments. The Redcar & Cleveland Town Centre Study 2016 indicates that the borough's centres are currently trading below capacity, and there is no significant demand for additional retail floorspace in any of these centres over the plan period. The borough's centres are, therefore, more susceptible to adverse impacts from out-of-centre developments than would otherwise be the case and the Council is proposing lower thresholds than the default NPPF threshold to take account of this. A range of thresholds have been set for various types of leisure development.
- 5.8** Proposals for development over these local thresholds should be accompanied by a proportionate impact assessment that reflects their scale and nature. All local thresholds are consistent with the recommendations of the Redcar & Cleveland Town Centre Study 2016.
- 5.9** Redcar Town Centre is the principal centre within the borough, and provides the focus for a wide range of main town centre uses, primarily for residents of Redcar and the nearby towns and villages in East Cleveland. The role of Redcar has changed over the years, with increasing competition from Middlesbrough and Newcastle, as well as out-of-centre destinations such as Cleveland Retail Park and Teesside Shopping Park. Easy access to modern quality shopping and leisure facilities in these centres, the abundance of free parking at the out-of-centre retail parks, as well as the increased mobility and aspirations of shoppers, has significantly affected the role of Redcar Town Centre.
- 5.10** Redcar needs to improve its attractiveness as a town centre, in order to continue to serve the needs of local residents of the town. The Council has embarked upon a major scheme of regeneration projects within Redcar to help address this decline, seeking to improve the leisure and tourism offer as well as increasing and diversifying the employment base within the centre. Projects such as the Redcar Beacon, Palace Hub and Redcar & Cleveland Leisure and Community Heart have already improved the attractiveness of

the centre, and a range of leisure facilities are also in the pipeline nearby at Coatham. Together with these proposals, it is also necessary to safeguard and improve the retail character and function of the centre. An extended Primary Shopping Area (PSA) has, therefore, been identified on the Policies Map, where the majority of units should be retained as A1 retail use. At least 75% of units within the PSA will be retained in A1 use, which is broadly consistent with the number of A1 units currently in the PSA.

- 5.11** There are a number of district centres within the borough, which provide a range of shops and services to meet the needs of local communities. The largest of these centres is Guisborough District Centre which serves the town and the surrounding villages. Due to the size and status of the centre as a market town destination at the gateway to the North York Moors National Park, a PSA has been identified to ensure that the retail character and function of Guisborough District Centre is protected along the main shopping frontages of Westgate. At least 55% of the units in the Guisborough PSA should be retained in A1 use, which is broadly consistent with the existing number of A1 units in the PSA. The Local Plan also identifies the boundaries of Low Grange Farm District Centre for the first time, which has been developed to serve the communities in the northern part of Greater Eston.
- 5.12** Local centres are important in meeting the day-to-day needs of local communities in both urban areas and rural villages and towns. They are particularly important for those who are less mobile, such as the elderly or those without access to a car. Although they only provide a small range of shops, their role in supporting sustainable communities is very important. Development to improve the role of these centres will be encouraged, including finding uses for any vacant properties and improving the overall environmental quality of the centre. A new replacement Local Centre has recently been provided at Roseberry Square, Redcar. The boundaries of this centre have, therefore, been redefined through the Local Plan.
- 5.13** Neighbourhood shops that serve local communities, such as post offices and convenience stores, are also important for delivering sustainable communities. In common with local centres, local shops help to enable people to meet their day-to-day needs and reduce the need to travel. The Council will seek to protect the continued use of these shops, and other local community services and facilities.

Policy ED 2

Cleveland Retail Park

Cleveland Retail Park will continue to provide an important role as an out-of-centre retail park. Bulky goods retail will continue to be supported at Cleveland Retail Park, where alternative, suitable, viable and available sites cannot be found within existing centres. All other forms of retail will not be supported at Cleveland Retail Park, unless they have been clearly justified through the sequential assessment approach and a retail impact assessment (where required) in accordance with Policy ED1.

- 5.14** Cleveland Retail Park is an established out-of-centre retail park located close to the administrative boundary with Middlesbrough Borough Council on the Trunk Road, South Bank.
- 5.15** The retail park was originally developed as a location for bulky goods retail, such as DIY, furniture, large household appliances or carpets. However, over recent years, several planning permissions have been granted to widen the range of goods which can be sold from some of the units to non-bulky comparison goods retail and convenience retail.
- 5.16** In order to protect the designated centres within both the borough and Middlesbrough, 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.



Policy ED 3

Hot Food Takeaways

Proposals for hot food takeaways⁽⁹⁾ in town, district and local centres will only be permitted where the proposed use would not:

- a. result in the proportion of commercial units in the centre in hot food takeaway uses exceeding 5%; or
- b. result in more than two adjacent hot food takeaway uses; or
- c. be located within a designated Primary Shopping Area.

- 5.17** It is important to maintain the appropriate balance of uses in the town, district and local centres to maintain their vitality and viability, particularly during the day, so that centres continue to serve the retail and other needs of local communities.
- 5.18** There has been an increase in the number of hot food takeaways in many centres in the borough over recent years, many of which are only open during the evenings to serve the late night economy. This has led to an increase in closed and shuttered units during the day time. To prevent an over proliferation of hot food takeaways and a reduction in day time visitors, the Council will restrict the number and concentration of these uses in the borough's centres.
- 5.19** Rates of obesity in both children and adults are higher in Redcar and Cleveland than the national average. In order to improve health and wellbeing in the borough and encourage healthier eating, applicants for takeaway uses are recommended to seek the advice of the Council's Public Health team on how to provide healthier choices.

9 Those falling within Use Class A5.

Policy ED 4

Retail Development on Industrial Estates and Business Parks

Retail uses will only be permitted on existing industrial estates and business parks, in accordance with the requirements of Policy ED6, where it involves:

- a. proposals for the sale of bulky goods, where it is demonstrated that there are no sequentially preferable sites which are suitable, viable and available; or
- b. retailing ancillary to, and inextricably linked with, a business or industrial use, where the main use would be inappropriate in a centre; or
- c. small scale retail and food uses (A1, A3 and A5) providing a local service to those working in an industrial area where there is a deficiency in that service. Total gross floorspace in any one unit should not exceed 200m².

- 5.20** All new retail development should be focused within existing centres in accordance with Policy ED1. However, it is recognised that there are certain instances where it is necessary, or more sustainable, for retail and food uses to be located on existing industrial estates and business parks.
- 5.21** Bulky goods retailers require large buildings for the display of their goods, and are often serviced by large heavy goods vehicles. This makes it difficult, in many cases, to find suitable premises or land available within or on the edge of existing centres. In those circumstances where it is demonstrated that there are no suitable, viable and available locations within or on the edge of existing centres, it may be more appropriate for these uses to be accommodated on existing industrial or business parks, which are characterised by units of a similar scale.
- 5.22** In some instances, an industrial or business operator will have a small level of retail associated with the business, which is inextricably linked to the main industrial processes of the operator. 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 park.
- 5.23** The Council recognises that industrial estates and business parks are major employment areas and, as a result, there will be a need to provide the opportunity for some small scale retail and food operators to meet the needs of workers during their shifts, particularly at lunchtime. In sustainability terms, it is preferable for these operators to be located as close as possible to their customers and, therefore, some small scale retail and food uses will be permitted in industrial estates and business parks that are not already served by existing retail and food businesses. However, these should be less than 200m² to ensure that they are primarily to meet the needs of workers.

Policy ED 5

Advertisements

Advertisements will only be permitted where:

- a. they are of a suitable size, scale, design, positioning and materials, having regard to the character of the site and the scale, architectural features and detailing of the building or features and detailing of the building or feature on which the advertisement is to be displayed;
- b. the number of signs on a particular building is kept to a minimum to avoid unduly cluttering its façade or the street scene; and
- c. they do not endanger public safety.

Proposals for advertisements will be carefully controlled, particularly with regard to visual amenity and public safety where:

- d. a rural or residential location is proposed; or
- e. the proposed siting is within a conservation area or affecting a listed building or its setting; or
- f. illumination is proposed, particularly within conservation areas.

5.24 Advertisements by their very nature aim to attract attention and are often prominently displayed, but their impact on the visual and residential amenity of an area can be significant if poorly sited or out of keeping. The Council will protect the visual amenity and highway safety, minimise clutter and protect the character of buildings and townscapes from unsympathetic advertisements.

5.25 Particular attention will be given if the advertisement is to be located in a rural or residential location, in a conservation area or affects a listed building or its setting. For example, in such locations, proposals involving projected box signs or illuminated signs will be very carefully controlled in order to protect the character of the area or building.

Policy ED 6

Promoting Economic Growth

Land and buildings within existing industrial estates and business parks, as shown on the Policies Map, will continue to be developed and safeguarded for employment uses.

Specialist uses, such as heavy processing industries and port logistics, will be focused in the following areas, with 405ha of additional land available over the plan period. In these areas proposals falling within Use Classes B1, B2, B8 and suitable employment related sui-generis uses will be supported.

| Ref. | Site | Location | Additional available land (net ha) |
|-------|-----------------------------------|----------------|------------------------------------|
| ED6.1 | Wilton International ¹ | South Tees | 221 |
| ED6.2 | Land at South Tees ² | South Tees | 184 |
| ED6.3 | Skinningrove | East Cleveland | 0 |

1. Includes Main Complex and land to the West of A1053.

2. Includes Teesport Estate, Teesport Commerce Park and land along the River Tees.

General employment uses will be focused in the following sites with 32ha of additional land available over the plan period. Proposals for development within Use Classes B1, B2 and B8 will be supported.

| Ref. | Site | Location | Additional available land (net ha) |
|-------|---|------------|------------------------------------|
| ED6.4 | South Tees Industrial Estates and Business Parks ³ | South Tees | 3.5 |
| ED6.5 | Skippers Lane Industrial Estate | South Tees | 0.8 |
| ED6.6 | Kirkleatham Business Park | Redcar | 22.2 |
| ED6.7 | Warrenby Industrial Estate | Redcar | 0.3 |
| ED6.8 | Trunk Road Industrial Estate | Redcar | 2.5 |
| ED6.9 | Longbeck Industrial Estate | Marske | 0 |

| | | | |
|--------|----------------------------------|--------------------------------|-----|
| ED6.10 | North Liverton Industrial Estate | Liverton Mines, East Cleveland | 1.9 |
| ED6.11 | Barnet Industrial Estate | Lingdale, East Cleveland | 0.8 |

3. Includes South Tees Freight Park, South Tees Imperial Park, Nelson Street Industrial Estate and Bolckow Industrial Estate.

Proposals at South Tees, South Tees Freight Park and Bolckow Industrial Estate (collectively referred to as the South Tees Development Corporation area) should have regard to the South Tees Area Supplementary Planning Document (SPD). Proposals which positively contribute towards growth and regeneration will be supported.

High tech and knowledge driven development should be focused within the South Tees Development Corporation area, at Kirkleatham Business Park and Cleveland Gate Business Park, as defined on the Policies Map.

The mixed-use site at Skelton, allocated under Policy REG3, and mixed-use commercial site at Cleveland Gate and Morgan Drive, allocated under Policy ED7, will also contribute towards meeting employment needs over the plan period.

Some of the above employment sites lie adjacent to, or are within, the proximity of protected landscapes and nature conservations sites. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site, or other European designated nature conservation sites either alone or in combination with other plans and programmes. Any proposals for development within the Warrenby Industrial Estate adjacent to Coatham Marsh should include a buffer of undeveloped land and a suitable boundary treatment during both construction and operation, such that direct effects on land within and immediately adjacent to the proposed extension to the Teesmouth and Cleveland Coast SPA are avoided. Any necessary mitigation measures must be secured in advance of the development in order to meet the requirements of the Habitat Regulations.

Proposals will be encouraged to improve the quality of the environment, signage, security and accessibility of the sites.

Employment proposals on non-allocated sites

Proposals for new employment uses outside of allocated employment land or involving buildings already within B1, B2 and B8 uses, will be permitted where it can be demonstrated that they:

- a. cannot be accommodated on land allocated for employment uses;
- b. would make a contribution to job creation and diversification of the economy;
- c. can be provided with appropriate vehicular access, and supports access to sustainable transport connections; and,
- d. will not result in an adverse impact upon the character and appearance of the surrounding area, or residential amenity.

Alternative uses of employment land and buildings

Proposals for alternative uses on the sites listed above, or other buildings in Use-class B1, B2 or B8, will only be acceptable where they:

- e. would not adversely affect the economic growth and employment opportunities in the area;
- f. demonstrate that the location of the site is no longer appropriate or viable for alternative employment uses following an active and exhaustive marketing process for a minimum of 12 months;
- g. would not result in an inappropriate reduction in the supply of land or buildings for employment uses, taking into account the overall amount, range and choice available for the remainder of the plan period and supply of employment land in the future;
- h. would result in a good standard of amenity for existing and future occupants of land and buildings; and
- i. would not prejudice the operation of neighbouring properties and businesses.

- 5.26** There is a need to ensure that there is a continuous supply of employment land within the borough to provide a choice of sites in terms of size, quality and location. The Redcar & Cleveland Employment Land Review update (2016) (ELR) identified a need of up to 163ha of employment land for specialist uses over the plan period. However, given the unique and critically important role these specialist use sites play in driving the economic growth of Redcar and Cleveland, the ELR concluded that the majority of land previously protected for steel, chemical and port-related industries should continue to be protected in the Local Plan. These sites will also help support the growth ambitions of the newly established South Tees Development Corporation, the Tees Valley Strategic Economic Plan and the Council's

Growth Strategy. The Local Plan therefore allocates land for specialist employment uses (sites ED6.1-ED6.3), including 405ha of net additional available land, based on 2016 available land data included in the ELR.

- 5.27** Specialist industries in the borough have specific locational requirements and will be focused at Wilton International (ED6.1), South Tees (ED6.2) and Skinningrove (ED6.3). Specialist uses are considered to include heavy industry and logistics, and industries such as steel, waste, chemical, refining, utilities, energy, manufacturing, engineering, process industries, port-related development and other uses which have specific locational requirements or large land-take, or would benefit from close location to these uses such as their supply chain or associated offices. A number of these specialist uses fall within a sui-generis use class. The Council will therefore support these employment related sui-generis uses on sites ED6.1, ED6.2 and ED6.3. Other forms of sui-generis uses will not be supported. Taking advantage of the borough's unique assets, land will be safeguarded for these specialist uses. This will allow us to attract companies to develop, test and produce materials and processes which would be restricted elsewhere, including uses which may be potentially hazardous or polluting.
- 5.28** Wilton International is a world class chemicals and energy complex with large multinational operators such as Sabic, Lotte and Huntsman currently operating from the site. The site is operated by Sembcorp who provide a range of utilities to meet the needs of operators. These sectors are a significant employer within the borough, and with potential for growth and investment over future years. Approximately 70ha of available land within the Wilton site, included in ED6.1, would be unsuitable for heavy industry due to relative proximity to residential areas. Light industrial uses, storage or offices associated with the chemicals and energy sector could be acceptable in these areas.
- 5.29** The South Tees Development Corporation (STDC) has been established to drive forward opportunities on a 1,820ha area, which includes the site of the former SSI steelworks in Redcar. This substantial area of economic opportunity has access to a deep water port, excellent road and rail links, access to energy and utilities, and to a highly skilled and committed work force. It ranks amongst the best sites in Europe for export-orientated industrial production. Land at South Tees, Bolckow Industrial Estate and South Tees Freight Park fall within the proposed STDC boundaries. ED6 will be kept under review, and may require update, as the STDC progresses.
- 5.30** Teesport remains one of the busiest ports in the UK, handling over 5,000 vessels a year and around 40 million tonnes of cargo. Whilst traditionally used to export bulky goods, palletised freight is becoming increasingly important and the port has been successful at attracting large supermarket

distribution centres for Tesco and Asda in recent years. The port is seen as a key growth area over the plan period based on the expansion of the port under its Northern Gateway proposals.

- 5.31** Despite the cessation of steel making at SSI in Redcar, the steel sector continues to be an important part of the local economy, and it is one which the Council wishes to support, alongside other employment opportunities, through safeguarding land at South Tees, and Skinningrove for employment purposes.
- 5.32** The Joint Tees Valley Minerals and Waste DPDs identify the South Tees Eco Park as a site specific allocation for recycling industries to help address the needs of the sub-region over the plan period. The Eco Park will continue to be promoted for recycling facilities through the Local Plan.
- 5.33** The area of land safeguarded for general employment uses through the policy is slightly higher than the projected need of up to 26ha over the plan period, as identified in the ELR. However, it is considered that following de-allocation of a number of sites, justification exists for protecting the remaining sites in order to meet local needs and allow a small amount of choice and flexibility. General employment uses are defined as including B1, B2 and B8 uses. Additional land availability, as included in the policy, is based on 2016 available land data as included in the ELR.
- 5.34** The quality and success of general industrial areas does vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. Some improvement work has already been undertaken in areas such as the South Tees business parks, but further improvements are needed. The Council will continue to work with landowners and businesses to improve the quality and image of existing industrial estates and business parks.
- 5.35** The existing business parks and industrial estates in the borough are important in providing local jobs and for sustaining the local economy and the wider community. If successful, they can attract businesses into the borough and ensure a spread of industrial employment uses across the borough. It is, therefore, important that employment areas are safeguarded to meet identified needs and allow the local economy to grow, strengthening and diversifying our business base in accordance with the Tees Valley Strategic Economic Plan, the South Tees Area SPD and the Council's Growth Strategy. Sector development plans will support those sectors in which the borough has competitive advantage – port & logistics, energy & low carbon, material processing and advanced manufacturing are a key focus, together with emerging local sectors of tourism, creative & digital industries and social enterprise.

5.36 Redcar and Cleveland benefits from three sites which are part of the Tees Valley Enterprise Zone (EZ):

- Land at Kirkleatham Business Park (12.6ha) has been included within the EZ, with new businesses in the target sectors of advanced manufacturing and engineering; chemicals and renewable energy sectors benefiting from up to £275,000 business rate discount over a five year period. A Local Development Order had been established for the site, which allows new businesses within the target sectors to build new premises without the need to apply for planning permission. The LDO is time-limited and due to expire on 31st March 2018.
- Land at South Bank Wharf (80.7ha) has been included within the EZ for development by the renewable energy and advanced engineering sectors. Businesses within the target sectors can benefit from 100% enhanced capital allowances on capital investment.
- Land at Wilton International (164ha) has been designated as an EZ site for the chemicals and renewable energy sectors. The site also benefits from 100% enhanced capital allowances on plant and machinery for businesses operating within the target sectors.

5.37 In addition to the above, the Council also aims to support development from the target sectors on the EZ sites at Wilton International and South Bank Wharf by entering into a Planning Performance Agreement with the developer.

5.38 Over the life of the Local Plan it is possible that proposals for employment land development will come forward that for a variety of reasons cannot be readily accommodated within the existing range of allocated employment land. This policy ensures that whilst priority would continue to be given to allocated areas for employment land development, the Local Plan can also be flexible enough to support positive proposals for sustainable economic development beneficial to the overall growth and prosperity of the borough.

5.39 Policy ED6 also seeks to enable flexibility in the use and re-development of employment land, which is not required to meet employment needs, whilst ensuring that developments support the overall growth and prosperity of the borough, and the wider regional and national economy. By considering proposals against their impact on economic growth, this will ensure that sufficient flexible opportunities for businesses within employment uses are retained, but also that full use can be made of the economic potential of land in highly sustainable and accessible locations across the borough. National policy is clear that local authorities need to plan for future needs of economic development but a balance needs to be struck between making land available and not reserving land that has little likelihood of being taken up. For an employment site that is considered to no longer have a reasonable prospect of coming into use for employment purposes, justification would be needed as to whether the site is no longer suitable,

available and/or economically viable, including evidence of appropriate marketing and future market demand where appropriate. An active and exhaustive marketing process should be undertaken for a minimum of 12 months.

5.40 The NPPF requires the Council to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. 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. Other new high tech and knowledge based industries will continue to be focused at Kirkleatham and Cleveland Gate business parks.

5.41 The River Tees and its estuary contain a wildlife site of European importance, protected by the Habitats Regulations. This site is known as the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site and consists of several different but supporting habitats, many of which are located close to industry. Where appropriate, proposals will need to demonstrate that there will be no adverse effects on the integrity of protected sites, alone or in combination with other development, plans or projects.



Policy ED 7

Cleveland Gate and Morgan Drive Mixed Commercial Site

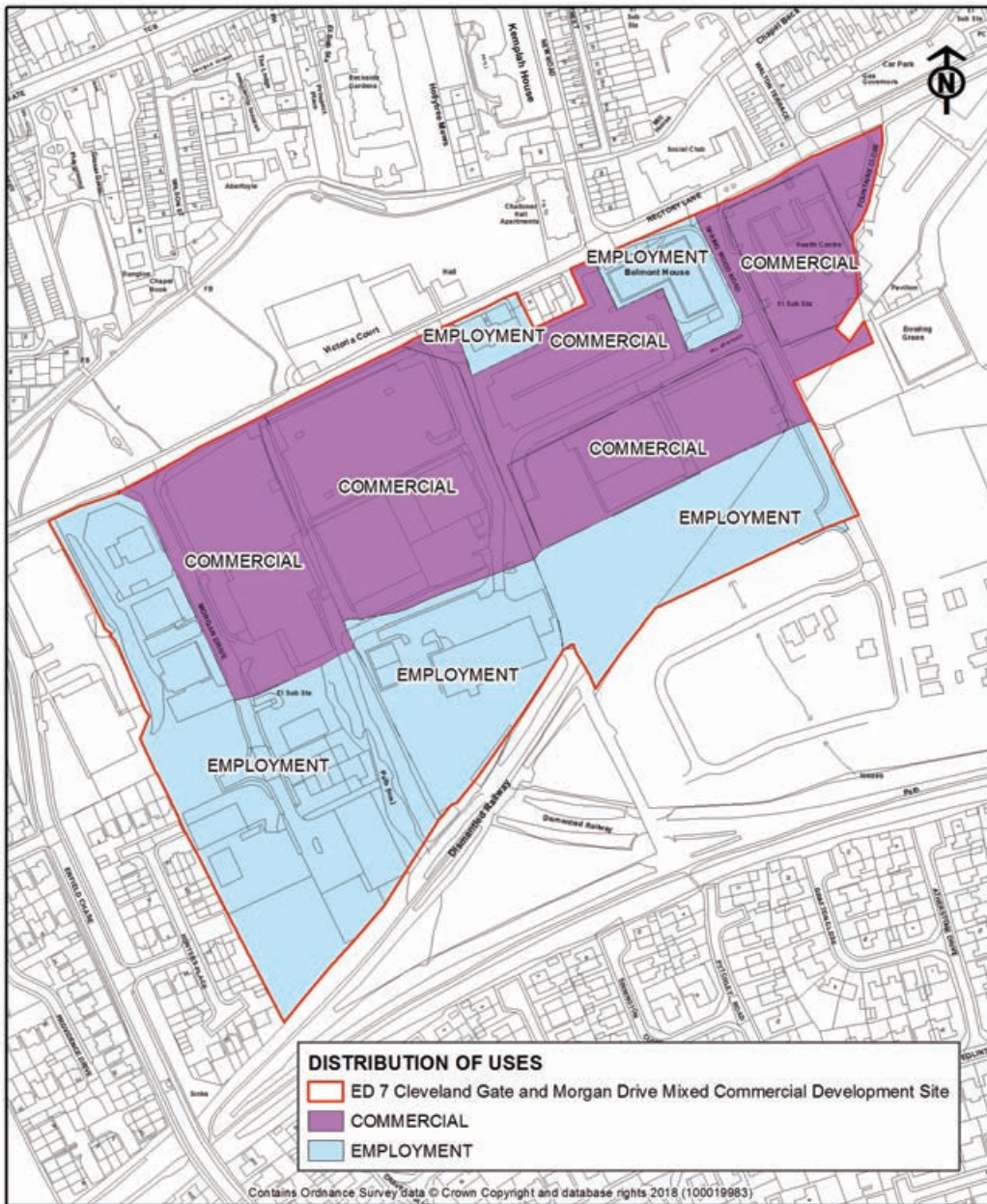
Land at Cleveland Gate and Morgan Drive, Guisborough, as illustrated on the Policies Map, is allocated for a mixed use of retail (Use Class A1), employment (Use Class B1, B2 and B8 uses) and other commercial/business uses. The development of the site will be expected to achieve the following:

- a. a well designed mixed-use scheme providing retail units and business units;
- b. associated car parking;
- c. suitable new vehicular, cycle and pedestrian access throughout the site;
- d. an appropriate landscaping scheme throughout the site; and
- e. ground investigation and prior completion of any necessary remediation works.

Approximately 5.1 ha of land, as identified in Inset Map 02, will be developed and safeguarded for employment uses (B1, B2 and B8) only, in accordance with Policy ED6. Mixed - commercial development, including retail and employment uses, will be supported on the remainder of the site.

- 5.42** The site includes the former Esco Foundry. Re-development of the site will result in bringing this brownfield site back into use through a mixed-use commercial development.
- 5.43** The proposed re-development seeks to move away from historic employment uses and promote employment units which can be used by starter companies/entrepreneurs and smaller local businesses, for which there is local demand. This employment development will be supported by the retail element of the scheme which is in a sequentially preferable location with links to Guisborough District Centre.
- 5.44** The new employment element will be located in the southern part of the site. It is anticipated that this will involve the construction of 10 workshops for employment uses, along with the refurbishment and sub-division of the existing industrial unit on the site, and the development of B1 offices. Flexible units will provide a mix and range of workshop sizes that caters for a variety of employment space requirements and will allow for businesses to expand in line with the market.
- 5.45** Suitable new vehicular, cycle and pedestrian access should be provided from Rectory Lane and a suitable landscaping scheme, incorporating trees, shrubs and vegetation, should be provided throughout the site. The trees protected by Tree Protection Orders along Rectory Lane should be retained.

5.46 The site is previously developed land and, therefore, there could be some localised ground contamination. Any redevelopment of the site will be expected to be supported by a ground investigation survey, with any necessary mitigation works being completed.



Inset Map 02: Distribution of Uses

Policy ED 8

Rural Economy

The rural economy will be supported by:

- a. promoting the sustainable growth and expansion of both new and existing rural based businesses and enterprises;
- b. supporting appropriate agricultural and land-based diversification schemes;
- c. promoting rural leisure and tourism developments which build upon the unique assets of the borough;
- d. introducing and improving information and communications technology (ICT) networks to help support local businesses, including the expansion of high speed broadband networks;
- e. promoting and retaining rural community facilities and local services which meet rural needs; and
- f. supporting the management of land for nature conservation and heritage assets.

Rural economic development will not be supported which would result in the loss of the best and most versatile agricultural land.

Existing buildings should be reused where possible but, where new buildings are necessary, these should be well designed and well-related to existing buildings.

- 5.47** A large proportion of the borough is rural and still dominated by a small number of large employers, principally Skinningrove Steel Works and Boulby Potash Mine. Many of the traditional industries have declined and the range of local employment opportunities is limited.
- 5.48** 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.
- 5.49** Economic development in the countryside should be of a scale and type that reflects its surroundings. Development should be directed towards service villages and/or villages, where possible, taking advantage of existing buildings and previously developed land. The development of information and communications technologies in the rural parts of the borough will be important in helping to diversify and modernise the types of businesses that can operate in the area.

- 5.50** The Council will support proposals which seek to enhance and improve provision and access to community facilities and local services, as defined in the National Planning Policy Framework (NPPF). Any proposals for new facilities and services should be in accordance with other policies in the Local Plan, including EDI where they include main town centre uses. In accordance with EDI, the Council will also seek to retain access to community facilities and local services where they are important to meeting day-to-day needs of local communities and would assess any losses against this policy.

Policy ED 9

Leisure and Tourism Development

Leisure and tourism development will be supported throughout the borough. In particular, the Council will support the following:

- a. new tourist accommodation throughout the borough to meet future needs;
- b. enhancing the visitor facilities on Redcar Seafront, including the proposals for leisure based development at Coatham;
- c. promotion and enhancement of Kirkleatham as a leisure and tourist destination, utilising its heritage assets;
- d. expanding the leisure and tourism economy by capitalising on other heritage assets within the borough;
- e. enhancing the visitor facilities of Saltburn, in particular the sea front and Saltburn Valley Gardens;
- f. improving the leisure and tourism offer of Guisborough as a market town destination at the gateway to the North York Moors National Park; and
- g. expanding the leisure and tourism economy of the rural areas, capitalising on the natural assets of the borough and the surrounding area, particularly the North York Moors National Park.

Development for main town centre uses will be expected to follow the sequential assessment approach set out within Policy ED1 and should be supported by an impact assessment where they exceed the locally set thresholds.

Development proposals for leisure and tourism uses will be considered in the context of the locational strategy set out in Policy SD2.

Loss of tourist accommodation through change of use or demolition will only be supported where it can be clearly demonstrated that there is no demand for the business following an active and exhaustive marketing process for a minimum of 12 months, or their loss would secure wider regeneration benefits.

- 5.51** With many seaside towns and villages across the country suffering from economic decline and neglect, the Government is committed to supporting towns and villages along the coast via the Coastal Communities Fund. The Coastal Communities Fund was launched in 2012 to invest in seaside towns and villages, helping them achieve their economic potential, reduce unemployment and create new opportunities for young people in the local area to the benefit of the whole community. The leisure and tourism economy is very important to the Council and is seen as a key opportunity

for growth over the plan period to capitalise on the borough's natural assets. The Coastal Communities Fund will be a valuable financial avenue that the Council will be looking to take advantage of.

- 5.52** Redcar is a traditional seaside resort which, like many others, has been in decline for a number of years. However, the tourist and visitor economy remains an important part of the town's economy and the Council has embarked upon an ambitious programme of regeneration initiatives to improve the attractiveness of the town as a tourist destination. The new sea front has now been completed, which includes water features, seating areas and art installations. The newly completed Redcar Beacon acts as a focal point for the town and provides views from its observation deck out over the town, the coast and the surrounding area. 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.
- 5.53** The Kirkleatham estate is an important part of the borough's leisure and tourism offer. The estate is the location for Kirkleatham Museum and Kirkleatham Owl Centre. As the estate contains a number of important historic buildings and garden features, the whole estate is identified as a conservation area. We are, therefore, looking to take forward a conservation-led regeneration project for the estate which will revitalise the historic aspects of the area; and providing a cultural heritage offer that can contribute to the local visitor economy. Any development in the estate should, therefore, respect the historic setting of the area.
- 5.54** Saltburn is another traditional seaside resort established in the mid-nineteenth century by the Pease family. The resort benefits from its Victorian character including its funicular cliff lift and pier. Saltburn is popular with surfers and has the added benefit of a designated historic park and garden at Saltburn Valley Gardens, which includes walking routes, play areas and a seasonal miniature railway. It will be important to ensure that any development at Saltburn Valley Gardens respects its historic character and setting.
- 5.55** Guisborough is a historic market town located on the edge of the North York Moors National Park. Existing leisure and tourist facilities in the town include Gisborough Priory, Gisborough Hall Hotel, Guisborough Museum and Guisborough Forest and Walkway.
- 5.56** 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.

- 5.57** The rural areas of the borough include a wide variety of attractive landscapes, including areas of coast, woodland valleys and uplands. 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 opened in July 2016. The section at Saltburn is 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.
- 5.58** The Council will support leisure and tourism developments within the borough to help deliver the projects set out within the Council's Regeneration Masterplan and to support the priorities of the Council's Growth Strategy.
- 5.59** An adequate supply of accommodation, such as hotels and guest houses, is essential to support the growth of the tourist and visitor economy within the borough and the Redcar & Cleveland Visitor Destination Plan (2014) considers that a low overnight visitor market and limited tourism accommodation offer are weaknesses within the borough. The Council will, therefore, seek to restrict the loss of existing tourist accommodation where possible.
- 5.60** The Council will support applications for change of use or other proposals resulting in a loss of tourist accommodation where there is no longer a need for the facility or where there is strong evidence that the business is no longer viable. The Council should be satisfied that the business or property has been advertised on the open market for a minimum period of 12 months, at a value that reflects its use and that no reasonable offer has been refused.

Policy ED 10

South Tees Motorsports Park

Land at South Tees Motorsports Park (10.2ha) will be safeguarded for off-road motorcycle use to allow the relocation of the South Tees Motorcross Park.

- 5.61** Land at South Tees Motorsports Park will be safeguarded for off-road motorcycle use.
- 5.62** Currently, land to the north of the A66 is used as a Motorcross Park. The Council has been in discussion with the operator of this facility regarding the potential for its relocation to land adjacent to the South Tees Motorsports Park, to the south of the A66.
- 5.63** The allocated land has already been used for quad biking, and its redevelopment as a Motorcross Park provides an opportunity to make better use of the site. As it would be located next to the established South Tees Motorsports Park, this also allows for an appropriate neighbouring use.
- 5.64** Proposals should be accompanied by a suitable environmental assessment, and necessary mitigation where required. Proposals should protect, and where possible enhance, Normanby Beck.
- 5.65** The land to the north of the A66, where the existing facility is located, is currently under the ownership of the Council. Should the Motorcross Park relocate to the allocated site the Council will, in the future, consider options for its appropriate redevelopment for alternative uses.

Policy ED 11

Caravan Sites and Tourist Accommodation

Development of new caravan, camping and chalet type sites and accommodation for holiday use, including extensions to existing sites, will only be permitted where it:

- a. is sited within a mature landscape containing established woodland or forest which screens the site from roads, viewpoints and other public places, or incorporates a comprehensive landscaping scheme which would adequately screen the development from public vantage points;
- b. does not result in cumulative harm to landscape character from a concentration of similar development;
- c. avoids an adverse impact upon residential amenity, either alone or in combination with other tourist developments; and
- d. is satisfactorily accessed from the road network and provides safe pedestrian access points.

Any ancillary buildings should be carefully sited and grouped with any existing buildings to limit the visual impact of the development on the surrounding area.

Development should be directed to areas at least risk of flooding. Proposals will not be acceptable in Flood Zone 3b and will only be supported in Flood Zone 3a if both the sequential and exceptions tests have been met and in Flood Zone 2 if the sequential test is met.

- 5.66** The Regeneration Masterplan and the Growth Strategy support the growth of the leisure and tourism economy throughout the borough capitalising on the area's natural assets. Providing a range of accommodation to encourage tourists to stay in the borough is an important part of the Council's strategy.
- 5.67** Taking into account the rural nature of much of the borough, it is envisaged that there will be a strong increase in the demand for caravan and camping sites and chalet accommodation over the plan period.
- 5.68** Caravan and camping sites can have a significant impact on the landscape if not carefully controlled and sited. New caravan, camping and chalet sites should be sited within mature woodland settings, wherever possible. If there are no suitable sites available within a mature woodland setting, sites will be supported which include a comprehensive landscape scheme to adequately screen the development from public vantage points.

- 5.69** In some circumstances, a single caravan or camping development may not result in an adverse impact upon the surrounding area on its own but may result in harmful effects when considered alongside any other existing or proposed development of a similar type. The Council will, therefore, consider any cumulative effects of proposals to prevent detrimental impacts on the surrounding areas, including on landscape, biodiversity and residential amenity.
- 5.70** Where development is to be located within a woodland setting, the Council may require the applicant to agree appropriate management arrangements for the retention of the woodland or forest for visual and biodiversity reasons. Management arrangements may also include measures to minimise or remove the potential effect on sites of biodiversity importance, including any nearby sites of European importance.
- 5.71** Proposals should be designed to ensure that any associated facilities and new buildings are kept to a minimum by making the best use of existing buildings. The Council will use a seasonal occupancy condition and/or a holiday occupancy condition to prevent the permanent occupation of the site.
- 5.72** Touring caravan and camping sites, although mainly involving temporary structures, will still be required to be located so as to minimise the impact on the landscape. This will mean effectively screening the development within existing or enhanced landscaping and ensuring any associated facilities and new buildings are kept to a minimum by making best use of existing buildings. The Council will use a seasonal occupancy condition and/or a holiday occupancy condition to prevent the permanent occupation of the site.
- 5.73** As a more vulnerable use, proposals for caravan, chalet and camping sites for holiday use should be directed to areas at low risk from flooding. Development will not be allowed within Flood Zone 3b and will only be considered acceptable in Flood Zone 3a if both the sequential and exceptions tests have been met. Development within Flood Zone 2 will only be considered acceptable where the sequential test is met.
- 5.74** 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.

Policy ED 12

New Hotel and Guest House Accommodation

Planning permission will be granted for conversions from residential accommodation to guest/boarding houses and new hotels, provided that:

- a. the use does not adversely impact on local residential amenity or adversely impact on the character of the locality;
- b. the development will not give rise to an over-concentration of properties in use as tourist accommodation or exacerbate a shortage of single family dwellings in the local area; and
- c. the existing development will not adversely impact or unacceptably exacerbate existing parking conditions in the locality.

Proposals for new hotel accommodation will be required to follow the sequential approach to site selection set out in Policy ED I.

- 5.75** Hotels and guest houses are an important part of our tourism accommodation offer within the borough and the Council will continue to support these uses.
- 5.76** However, there are certain areas in some of our settlements which contain a high number of larger dwellings, some of which have already been subdivided into several smaller residential units or tourist accommodation. In these areas, these larger properties are particularly vulnerable to conversion for hotel or guest house accommodation.
- 5.77** Whilst the Council generally supports the provision of new tourist accommodation, it should be ensured that such uses would not fundamentally change the character of predominantly residential areas, would not result in an unacceptable loss of larger housing stock and would not adversely impact upon residential amenity. It is also important to ensure that any development would be supported by an appropriate level of parking.

Policy ED 13

Equestrian Development

Proposals for livery stables and other commercial equestrian developments will be permitted if:

- a. existing buildings are reused and any necessary new buildings are sited adjacent to existing buildings, wherever possible;
- b. the character, scale and design of the proposal is appropriate to its rural surroundings;
- c. any external facilities are appropriately located and adequately screened to avoid adverse visual impact;
- d. the proposal is located in an area with an adequate provision of suitable off-road horse-riding routes; and
- e. the amount of horse riding on or across roads will not have a detrimental impact on road safety.

All proposals will be expected to provide appropriate manure storage and dirty water handling facilities.

- 5.78** There has been a steady increase in the number of equestrian related developments in the borough over recent years, particularly in the urban fringe. The Council will seek to ensure new livery stables or other commercial equestrian developments have suitable access to the bridleway network. However, regard will also be given to increased levels of erosion of both bridleways and the wider countryside arising from over-intensification of use. The Council may seek developer contributions for the maintenance of bridleways likely to be heavily used as a result of the proposal.
- 5.79** 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.

6 HOUSING

- 6.1** There are a number of significant housing challenges in Redcar and Cleveland. There are housing areas at both ends of the demand spectrum, with all areas facing different challenges. For the high demand areas, good quality housing can help attract and retain the more economically active parts of the community, including those who help create economic activity and jobs in the borough. However, within these areas house prices can mean people are priced out of the market and it is important that we find ways of providing affordable housing to meet those needs.
- 6.2** In other areas housing is an important aspect of delivering sustainable development, and can be a critical element in delivering regeneration. 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 the working age population decline in Redcar and Cleveland. We need to consider ways of providing new housing that better meets the needs of the borough to help stabilise the community.
- 6.3** Housing should not be considered in isolation from other elements which are needed for a healthy community. It is important that, with the delivery of housing, communities have access to good quality shops, playing areas, health and care facilities, schools, community and leisure facilities, and are part of an attractive and safe environment.



Policy H I

Housing Requirements

Housing will be delivered to meet a minimum requirement of 234 net additional dwellings per annum over the plan period from 2015/16 to 2031/32 (3,978 dwellings in total).

The minimum requirement will be met through: completions already achieved since April 2015; further completions on existing development sites; the housing land allocations set out in Policy H3; the mixed use allocation set out in Policy REG3 (Skelton); and other sites with residential planning permission.

It is anticipated that the sites will be delivered in accordance with the delivery schedule in Appendix 4, which indicates that a continuous five-year supply of housing is capable of being maintained throughout the plan period. However, if it becomes apparent that a five-year deliverable supply cannot be evidenced, or delivery is consistently falling below the housing requirement, the Council will work with landowners and the development industry and take appropriate action in seeking to address any shortfall.

- 6.4** The NPPF requires that local plans boost significantly the supply of housing and meet in full the 'Objectively Assessed Need' (OAN) for both market and affordable housing. The housing requirement for the borough seeks to strike an appropriate balance between aspiration and realistic achievability and has been derived from consideration of the following:
- the official population and household projections;
 - consideration of housing need and demand identified in the Strategic Housing Market Assessment 2016 (SHMA);
 - historical housing delivery 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.
- 6.5** The population of the borough has been steadily declining over the last three decades, with Redcar and Cleveland amongst a small group of local authorities that lost population during the last census period between 2001 and 2011. Throughout this period, there has been a growing imbalance between an increasing elderly population reliant on public services, and a diminishing working-age population to service those needs.
- 6.6** Looking forward, the Office for National Statistics (ONS) sub-national population projections suggest that, for the plan period, the overall population is likely to remain relatively stable. However, there will be a significant change

to the demographic profile of the borough, with approximately 8,800 additional people aged 65 and over, and approximately 8,900 fewer aged 64 and under. The official Department for Communities and Local Government (CLG) projections estimate that, for this period, household growth will average 121 households per annum in the borough.

- 6.7** The SHMA concluded that the OAN for housing in the borough is slightly above official household projections, at an average of 132 dwellings per annum. This number is based on the CLG 2012-based household projections plus a 10% uplift to reflect a potential past constraint on land supply, primarily due to historical constraints on the availability of viable housing land. Despite those constraints, over the last 20 or so years, we have delivered new housing at an average rate of 185 dwellings per annum (net).
- 6.8** The Council's corporate plan, Our Plan 2015 – 2017, recognises the need to retain the borough's working age population, in order to assist with our objectives to increase employment, stimulate economic growth, reduce dependency ratios and rebalance the population profile. However, having experienced more than three decades of such losses, it recognises that it would be unrealistic to reverse this trend completely.
- 6.9** As such, Our Plan sets a corporate objective to grow our population by approximately 250 people per annum more than the official population projections, with a particular focus on working age households and families. This represents approximately half of projected losses to our working age population.
- 6.10** This population growth strategy would, by the end of the plan period, return the borough's overall population to that recorded at the 2001 Census. The rate of population growth required would be ambitious, but realistic and achievable. The provision of suitable housing is considered to be critical in helping to deliver this growth.
- 6.11** The housing requirement associated with this strategy has been calculated at 234 net additional dwellings per annum, which is significantly above the borough's OAN and its historical average delivery rate. This would, therefore, meet the NPPF requirement to significantly boost the supply of housing in the borough.
- 6.12** Therefore, the housing requirement for the borough is determined as 234 net additional dwellings per annum.
- 6.13** Housing will be delivered through a combination of existing housing commitments and site allocations included at Policy H3 and REG3. There is no restrictive phasing of these sites, although an indicative delivery schedule has been included at Appendix 4, which demonstrates that there is a range of sites that are capable of meeting the overall need identified and ensuring

a continuous five-year supply of deliverable housing land throughout the plan period. To support these housing delivery aspirations, and in accordance with government policy a brownfield land register is currently being prepared by the Tees Valley Combined Authority in collaboration with the five local authorities.

6.14 If it becomes evident at any point through the monitoring process that the Council cannot demonstrate a five-year supply of housing, or that actual or anticipated rates of delivery are consistently falling below the housing requirement, we will seek to address the shortfall using appropriate mechanisms which, depending on the scale and nature of potential under-delivery, may include one or more of the following:

- in the first instance, investigating why sites identified in Appendix 4 are not coming forward as per the trajectory, giving consideration to whether any potential delivery constraints can be overcome and how housing delivery can be accelerated including through seeking public sector funding support, infrastructure improvements or overcoming constraints;
- preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as through Compulsory Purchase Orders;
- drawing on the Strategic Housing Land Availability Assessment and any other appropriate evidence to identify additional allocations where justified to enable further suitable and deliverable sites to be brought forward for housing; and/or
- undertaking a partial review of the Local Plan.

6.15 In taking any remedial action the Council will, where appropriate, work with developers and landowners to bring forward appropriate additional sites that accord with the Locational Strategy at Policy SD2, provided that it can be demonstrated that development would make a significant contribution to reducing the supply deficit and that delivery on other sites would not be compromised as a result. The remedial actions will be kept under review and additional actions identified where significant progress to meeting the housing requirement and / or five year supply has not been made.

Policy H 2

Type and Mix of Housing

Proposals for housing development will be expected to:

- a. contribute to meeting affordable 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 reflects local housing needs and demand, having regard to the strategic housing market assessment, its successor documents or other appropriate supporting evidence;
- c. where appropriate, increase the supply of detached dwellings in the borough, including 'executive' or 'executive-style' housing;
- d. where appropriate, increase the supply of bungalows in the borough;
- e. achieve a density appropriate to the proposed housing type and mix which supports wider sustainability objectives;
- f. encourage self-building and custom housebuilding where it is economically viable and where there is an identified need; and
- g. have regard to the Design of Residential Areas SPD.

For the purposes of this policy, executive housing is defined as detached dwellings with 4 or more bedrooms and developed at densities of up to 10 dwellings per hectare. Executive-style housing is defined as detached dwellings with 4 or more bedrooms, developed at densities of up to 20 dwellings per hectare.

- 6.16** While the Council's current evidence of the need and demand of dwelling types and tenures in the borough is provided through the Strategic Housing Market Assessment (SHMA) there may be other acceptable sources of evidence. Such information may come from housing providers, the demand evidence gathered by market housebuilders, or from other studies and strategies, such as updates to the Tees Valley Joint Strategic Needs Assessment.
- 6.17** If the housing targets and other objectives in Policy H1 are to be met, it is important that the range of developments over the plan period provides an appropriate mix of dwelling types and tenures which aligns with the requirements of different groups and areas and improves the overall quality of the housing offer. This includes an element of affordable housing on all appropriate developments.

- 6.18** The borough has a stock of over 63,000 residential properties, the vast majority of which (85%) fall within the lower Council tax bands A to C. The proportion of dwellings in bands D to H (15%) is low, being less than the average for the five Tees Valley authorities (17%), and considerably less than for England (34%) and the adjacent rural districts of Hambleton (47%) and Scarborough (24%).
- 6.19** 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.
- 6.20** 'Executive' and 'executive-style' housing generally refers to outstanding, higher-specification dwellings valued at the top end of the housing market. In the Tees Valley, executive housing typically takes the form of large, distinctive detached properties usually occupying generous plots and developed at very low densities (perhaps ten dwellings per hectare or less) and is usually found in select rural or suburban locations such as Upleatham and parts of Guisborough, Saltburn and Nunthorpe.
- 6.21** Executive-style housing similarly provides larger than average and individually designed residential dwellings with at least four and, generally, five or six bedrooms; larger than average plots; and generous garage space. Executive-style housing may be developed at slightly higher densities, perhaps up to 20 dwellings per hectare. This type of housing can be found in the borough on developments such as Regency Gardens, Guisborough; Mickledales, Redcar; and on other, smaller schemes.
- 6.22** Appropriate housing densities should seek to utilise land efficiently and promote sustainable development, bearing in mind the location of the site and its proximity to key (trip-generating) services and achieving an appropriate balance between the following:
- the character of the surrounding area including typical local densities;
 - the proposed type of development and housing mix; and
 - ensuring proposals are likely to be economically viable throughout the delivery timeframe.
- 6.23** The SHMA has provided, down to sub-area level, an indication of where the housing stock needs to be augmented by more affordable dwellings or by types of market housing aligned to local aspirations (and, conversely, where an oversupply is evidenced). These considerations have been reflected in the site allocations under Policy H3.

- 6.24** The Council is supportive of individuals who are seeking to acquire serviced plots of land in order to build houses for their own occupation. This is often referred to as self-build and/or custom housebuilding. The Council will maintain a register of such individuals and their requirements, and will use this information to inform decisions regarding type and mix of housing on individual sites.

- 6.25** In order to achieve a high standard of development which enhances the built environment throughout the borough and the quality of life for local residents, all proposals should seek to incorporate the objectives set out in the Council's Design of Residential Areas SPD.



Policy H 3

Housing Allocations

The housing site allocations set out below are required in order to:

- a. meet residual housing supply requirements specified under Policy H1 for the period from 2015 - 2032, taking into account existing housing commitments and delivery since 2015;
- b. provide an appropriate mix of residential developments in accordance with the objectives set out in Policy H2;
- c. support the sustainable development of the borough and achieve an appropriate development split which is in conformity with the locational strategy set out at policy SD2; and
- d. provide a continuous supply of housing land which can, throughout the plan period, comfortably evidence a deliverable 5-year housing supply in accordance with the National Planning Policy Framework. If the plan is failing to deliver against its housing requirement and / or unable to demonstrate a five-year housing supply, the remedial actions identified in paragraph 6.14 will be progressed.

| Policy | Site | Location | Anticipated Housing Units | |
|--------|----------------------------------|------------|---------------------------|------------|
| | | | By 2032 | After 2032 |
| H3.1 | Low Grange Farm Strategic Site | South Bank | 200 | 1,050 |
| H3.2 | Swan's Corner | Nunthorpe | 128 | 0 |
| H3.3 | Gypsy Lane | Nunthorpe | 10 | 0 |
| H3.4 | Morton Carr Lane | Nunthorpe | 30 | 0 |
| H3.5 | Longbank Farm | Ormesby | 320 | 0 |
| H3.6 | Spencerbeck Farm | Ormesby | 61 | 0 |
| H3.7 | Normanby Hall | Normanby | 25 | 0 |
| H3.8 | Normanby High Farm | Normanby | 150 | 0 |
| H3.9 | Land at Former Eston Park School | Eston | 100 | 0 |
| H3.10 | Corporation Road | Redcar | 86 | 0 |
| H3.11 | St. Hilda's Church | Redcar | 25 | 0 |

| Policy | Site | Location | Anticipated Housing Units | |
|--------|---------------------------------|-------------|---------------------------|--------------|
| | | | | |
| H3.12 | Land adjacent Rye Hills School | Redcar | 30 | 0 |
| H3.13 | Grosmont Close | Redcar | 12 | 0 |
| H3.14 | Land at Mickle Dales | Redcar | 100 | 0 |
| H3.15 | West of Kirkleatham Lane | Redcar | 550 | 0 |
| H3.16 | Marske Road | Saltburn | 116 | 0 |
| H3.17 | Wilton Lane | Guisborough | 14 | 0 |
| H3.18 | Park Lane | Guisborough | 40 | 0 |
| H3.19 | Cleveland Gate | Guisborough | 137 | 0 |
| H3.20 | Land at Galley Hill | Guisborough | 50 | 0 |
| H3.21 | Home Farm | Skelton | 47 | 0 |
| H3.22 | Stanghow Road | Skelton | 10 | 0 |
| H3.23 | Kilton Lane | Brotton | 270 | 0 |
| H3.24 | Newbury Road | Brotton | 25 | 0 |
| H3.25 | Former Rosecroft School | Loftus | 100 | 0 |
| H3.26 | Former Handale Primary School | Loftus | 10 | 0 |
| H3.27 | Low Cragg Hall Farm | Carlin How | 46 | 0 |
| H.3.28 | Abattoir Site and Adjacent Land | Boosbeck | 69 | 0 |
| | Total Supply | | 2,761 | 1,050 |

Table 2 Housing Site Allocations

6.26 The preferred allocations have been selected in accordance with general sustainability principles including the following criteria:

- Directing the majority of development to the urban and coastal sub-areas, in accordance with Policy SD2;
- Prioritising where possible and including in terms of economic viability considerations, the development of previously developed ('brownfield') sites and other available land within existing settlement boundaries;

- Directing development towards sustainable locations with good access to public transport and in close proximity to key services such as schools, shops, major employment locations and community facilities;
- Assessing the potential to overcome or mitigate policy constraints and avoiding development in the most environmentally-sensitive locations;
- Ensuring a mix of sites which can, collectively, meet local housing needs and increase the supply of family housing and higher end or aspirational market housing in Redcar & Cleveland; and
- Selecting sites that where there is a reasonable prospect of achieving development within the plan period.

6.27 Of the 28 sites shown above, 13 have a planning permission in place and from the remaining 15 sites, 5 are greenfield allocations outside current development limits which account for less than 15% of the projected supply over the plan period.

6.28 The preferred allocations are identified in addition to the supply from ongoing major residential developments, and other deliverable housing sites with planning permission, as shown in the table below.

| Site | Location | Remaining Completions (as at 31/03/2016) |
|--------------------|-----------------|---|
| Fabian Place | Eston | 52 |
| High Farm | Teesville | 134 |
| Wheatlands Chase | Redcar | 63 |
| Havelock Park | Redcar | 32 |
| Rowan Garth | Redcar | 118 |
| Scholars Park | Redcar | 124 |
| The Willows | Marske | 2 |
| Marske Mill Lane | Saltburn | 14 |
| Galley Hill | Guisborough | 268 |
| Pine Walk | Guisborough | 116 |
| Enfield Mews | Guisborough | 14 |
| Beckside Gardens | Guisborough | 1 |
| Middlesbrough Road | Guisborough | 14 |

| Site | Location | Remaining Completions (as at 31/03/2016) |
|---|--------------|--|
| Annandale Park | Skelton | 170 |
| Bridge House | Skinningrove | 11 |
| Other Major Deliverable Commitments: | | |
| Woodcock Wood | Normanby | 400 |
| Bridge House | Normanby | 12 |
| Rear 119 Churchill Road | Eston | 11 |
| Land South of Marske | Marske | 821 |
| Hummersea Hills | Loftus | 87 |
| Smaller sites and conversions with permission (and including 10% lapse allowance) | | |
| | | 278 |
| Total Supply | | 2,742 |

Table 3 Major Developments Under Construction and Other Commitments

- 6.29** Over the first two years of the plan period, there were 729 net additional dwellings completed in the plan area, which is equivalent to a surplus of 261 against the minimum annual net requirement of 234, as set out at Policy H1.
- 6.30** It is envisaged that the majority of sites and allocations would be capable of being built-out within the plan period, taking into account any ongoing developments and commitments in the same market locality, the scale of development and site characteristics, any identified delivery constraints and whether there is an outline or detailed planning consent in place.
- 6.31** The above figures do not allow for development on unidentified 'windfall' sites, or conversely stock losses and demolitions which are not part of a housing redevelopment programme or a conversion scheme. Windfall completions - on large as well as small sites - can fluctuate and are difficult to predict over the long term, but they are an additional and important source of supply. Annual records show that completions on small sites of fewer than 10 dwellings and conversion schemes tend to exceed corresponding stock losses, and this trend can be expected to continue over the plan period.

Policy H 3.1

Low Grange Farm Strategic Site

Land at Low Grange Farm, South Bank (32ha) is allocated for the development of approximately 1,250 dwellings. It is anticipated that the site would be partially built within the plan period, with the balance of development taking place after 2032.

The Council supports detailed proposals for the development of the site, subject to achieving the following:

- a. the preparation of a strategic masterplan briefly setting out how the development is expected to broadly progress over time;
- b. an appropriate mix of housing types which reflects local demand and increases housing choice;
- c. provision of usable public green space in accordance with Policy N3;
- d. the construction of vehicular accesses from the south of the site;
- e. contribution towards improvements to the local and strategic highway network as necessary;
- f. implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- g. an appropriate landscaping scheme throughout the site including the establishment of a strategic landscaping buffer along the northern boundary; and
- h. contributions, as necessary at the time of application, towards other infrastructure enhancements including local educational and healthcare provision, and other community facilities.

- 6.32** Low Grange Farm is a strategic mixed-use development site and a focus for the regeneration of Greater Eston with retail and community facilities already established at the new district centre. A major housing development and associated open space uses will provide the largest and final element of the scheme and has the potential to contribute significantly to the re-balancing of the local housing stock between market and social tenures, thereby promoting the development of more stable communities.
- 6.33** There is currently no obligation to provide affordable housing, as the Redcar & Cleveland Strategic Housing Market Assessment has indicated an oversupply of affordable dwellings in the north of Greater Eston and evidence regarding development viability suggests that sites in this part of the borough have insufficient viability to support affordable housing contributions.

- 6.34** Formal open space should be supplemented by a strategic landscaping buffer along the northern boundary to provide noise and visual attenuation from the A66 and screening from heavy industrial uses further north.
- 6.35** In March 2016, outline consent was granted for up to 1,250 dwellings with all matters relating to appearance, landscaping, layout, scale and access reserved for future consideration (application reference R/2014/0372/OOM). The approved application is supported by several technical studies including a heritage assessment, traffic report, travel plan, flood risk assessment, drainage strategy and noise and visual assessment.
- 6.36** There are numerous conditions attached to the outline permission relating to a range of matters, including development phasing, ground investigation, flood risk and highways access.
- 6.37** To reflect the scale of the proposals and market location, the consent allows for an extended period for the submission of the reserved matters of up to 10 years.
- 6.38** As part of the outline application an indicative masterplan layout has been prepared which broadly shows housing locations, open space provision, highway and open space links with the housing estate to the west, the northern landscaping belt and highway layout including new access roads from the south at Trunk Road and North Loop Road.



Policy H 3.2

Swan's Corner, Nunthorpe

Land at Swan's Corner, Nunthorpe (7.7ha) is allocated for the development of approximately 128 'executive-style' dwellings at an overall net density of up to 20 dwellings per hectare, to be delivered within the plan period.

Development as proposed should achieve the following:

- a. a high quality housing scheme entirely comprising larger detached 'executive-style' dwellings to be developed in accordance with Policy H2;
- b. off-site affordable housing contribution in accordance with Policy H4;
- c. on-site usable public green space within the site to be provided in accordance with Policy N3;
- d. an appropriate landscaping scheme throughout the site;
- e. dedicated vehicular access from the A171 to the east;
- f. provision of an acceptable surface water drainage scheme;
- g. appropriate mitigation for the loss of wildlife habitat;
- h. establishing a footpath link across the site to connect with Flatts Lane Country Park; and
- i. contributions towards enhancing educational provision and the local highway network.

6.39 This greenfield site is bordered by developments 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 underused urban land in an established residential neighbourhood and a highly sustainable location which is:

- opposite primary and secondary schools and sixth form college;
- within 250m of shops and other facilities at Nunthorpe local centre and station on the Middlesbrough-Whitby line; and
- adjacent to main bus routes linking to central Middlesbrough and Guisborough.

6.40 In October 2016, detailed planning consent was granted, subject to a Section 106 agreement, for the development of 128 larger detached dwellings to be developed at relatively low density, together with formal open space and a surface-water drainage attenuation area (application ref. R/2016/0142/FFM). The proposed development is appropriate to this site for the following reasons:

- the Strategic Housing Market Assessment has identified a need for larger properties in this locality;

- it will help to improve the residential offer in Redcar and Cleveland by increasing the stock of higher value detached dwellings, thereby promoting the retention and in-migration of more mobile households; and
- to reflect the character of the adjacent residential area.

6.41 The planning consent is subject to a range of conditions including provision of the following:

- off-site financial contributions towards affordable housing, educational requirements and highway improvements;
- achieving an acceptable surface water drainage scheme on the site; and
- appropriate ecological mitigation measures as identified in the ecological audit accompanying the application.

6.42 As the density and nature of the development would be in conformity with the Council's existing and emerging policy guidance on 'executive-style' and affordable housing, an off-site financial contribution towards meeting affordable housing needs would be permissible.



Policy H 3.3

Gypsy Lane, Nunthorpe

Land at Gypsy Lane, Nunthorpe (0.79ha.) is allocated for the development of approximately 10 dwellings, to be completed within the plan period.

It is expected that any proposals for the site would be subject to the following:

- a. affordable housing provision, if necessary, in accordance with the requirements of Policy H4;
- b. accessed from the existing turning head at Gypsy Lane;
- c. high quality development that preserves or enhances the character or appearance of the Ormesby Hall Conservation Area;
- d. ensuring the housing footprint does not extend further than the boundary line established by the adjacent residential properties;
- e. retaining and where possible enhancing the setting of the Grade-II listed boundary stone within the site boundary;
- f. resolution of surface water drainage issues;
- g. incorporate an appropriate landscaping scheme throughout the site, including adequate screening along the western boundary with the railway, the retention of hedgerows where possible and planting along the northern boundary to minimise any impact on views from Ormesby Hall; and
- h. contributions, as necessary at the time of application, towards any other infrastructure requirements, including local educational and healthcare provision and other community facilities.

- 6.43** The site is located in an established residential area and a sustainable location adjacent to the Gypsy Lane rail halt providing services into Middlesbrough and it is within 500m of primary schools and local shops at The Avenue and within 1km of Nunthorpe Academy.
- 6.44** Outline planning permission for 10 dwellings was granted in November 2016 (application ref. 2016/0489/OOM).
- 6.45** The site provides an opportunity for a small infill scheme, 'rounding-off' the housing along the north side of Gypsy Lane. Although falling within the Conservation Area and the Nunthorpe-Ormesby Green Wedge, residential development as proposed is deemed acceptable in principle because:
- it 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 would not compromise the integrity of the green wedge between Nunthorpe and Ormesby; and
- the loss of a small area of agricultural land abutting residential properties is outweighed by housing supply and sustainable development considerations.

6.46 If the detailed proposals result in the provision of 11-14 dwellings (inclusive), an off-site financial contribution towards affordable housing would be appropriate, equivalent to 15% on-site provision. If the detailed proposals result in the provision of 15 dwellings or more, on-site affordable housing should be provided in accordance with Policy H4.



Policy H 3.4

Morton Carr Lane, Nunthorpe

Land at Morton Carr Lane, Nunthorpe (4.3 ha.) is allocated for the limited development of approximately 30 executive-style dwellings, to be completed within the plan period to 2032.

The development would be subject to the following:

- a. delivering a scheme of particularly high quality and entirely comprising executive-style dwellings in accordance with Policy H2;
- b. off-site affordable housing contribution in accordance with Policy H4;
- c. provision of usable public green space in line with Policy N3 and the establishment of a deep woodland buffer and a landscaping scheme throughout the site;
- d. securing satisfactory vehicular access from the north and including the retention of the public right of way at the north-eastern boundary;
- e. preparation of a transport statement;
- f. a flood risk assessment and drainage strategy;
- g. completion of an ecological audit and any requisite mitigation; and
- h. contributions, as necessary at the time of application, towards other infrastructure requirements, including local educational and healthcare provision and other community facilities as appropriate.

6.47 The site is a large underused area of land in a sustainable residential location within 500m of Nunthorpe railway station, local centre and Nunthorpe schools and is integral to the built-up area, with the A1043 Nunthorpe by-pass establishing a defensible boundary to the south.

6.48 The site is identified for limited lower density development of executive-style dwellings for the following reasons:

- to improve the residential offer in Redcar and Cleveland by increasing the stock of detached dwellings, thereby helping to retain and attract more mobile households;
- to help meet the demand for larger, aspirational properties in appropriate market locations;
- to respect typical nearby housing densities and local area character;
- to recognise potential capacity limitations of the adjacent suburban road network;
- to enable the provision of effective noise attenuation buffers; and
- to minimise and mitigate for the loss or disruption to existing planted areas.

- 6.49** As the site is identified entirely for executive-style dwellings, in accordance with Policy H4 affordable housing requirements should be delivered off-site through a financial contribution.
- 6.50** Urban green space is particularly limited in Nunthorpe and falls below the minimum quantity standards set out at Appendix 5. Formal open space provision is therefore required and should be located within the development to promote the creation of a distinctive, high quality residential environment.
- 6.51** A deep peripheral woodland buffer should be established around the site in order to:
- reduce potential noise and visual disturbance from the A1043, which overlooks the site, and from the railway;
 - establish an attractive landscape setting, in keeping with a particularly high quality development;
 - mitigate for the loss of any environmental value and promote biodiversity; and
 - provide a fully accessible and managed natural space.
- 6.52** A noise assessment would need to be undertaken as part of any planning application and to confirm detailed buffer requirements.
- 6.53** In accordance with national guidance a flood risk assessment and drainage strategy should be undertaken as part of any development proposals.
- 6.54** Although the quantum of development is relatively modest and falls below national guidelines, a transport statement should be prepared due to the significant level of housebuilding taking place in and planned for the Nunthorpe area.
- 6.55** It is assumed that vehicular access would need to be gained via the estate roads to the north of the site.
- 6.56** As the site has been planted up an ecological audit should be carried out to identify any biodiversity interest and appropriate mitigation.
- 6.57** To support the retention of natural assets, proposals should seek to incorporate and improve some of the young woodland and established hedgerows as part of the integral open space, woodland buffer and landscaping.

Policy H 3.5

Longbank Farm, Ormesby

Land at Longbank Farm, Ormesby (21ha) is allocated for the development of approximately 320 dwellings, significant landscaping and open space uses, to be delivered within the plan period to 2032.

Proposals for the development of the site will be supported subject to the following:

- a. achieving satisfactory vehicular access from the A171 to serve the development;
- b. implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- c. establishing a deep woodland buffer in the east of the site and high quality peripheral landscaping as appropriate;
- d. restricting residential development within the higher and more environmentally-sensitive parts of the site;
- e. on-site affordable housing provision as required under Policy H4;
- f. usable community green space within the development in accordance with Policy N3;
- g. provision of a pedestrian link through the site to improve access from existing development to the west;
- h. ground investigation to include ground stability assessment due to historic mineworking activities in the area;
- i. incorporation of a sustainable drainage scheme;
- j. maintaining a wayleave along the western edge of the site to facilitate access to the existing water and sewerage mains; and
- k. contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.58 Residential development at this location provides an opportunity to achieve a high quality extension to the built-up 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.

6.59 Development will contribute to meeting identified housing needs and aspirations and extending housing choice in this part of the borough.

- 6.60** Detailed proposals will be subject to achieving satisfactory highway access to serve the site from towards the top of Ormesby Bank, and meeting off-site highway improvement obligations. Vehicular access via the existing estate roads has been deemed unacceptable due to the limited carrying capacity and existing congestion levels at the Ormesby Bank junction at peak times.
- 6.61** The higher southern part of the site is adjacent to a Sensitive Landscape Area and Local Wildlife Corridor under Policies NI 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).
- 6.62** The inclusion of a strategic pedestrian and cycle route traversing the site in an east-west direction will improve connectivity between Ormesby and Flatts Lane Country Park and between the new development and Ormesby Bank.
- 6.63** In March 2016, outline permission was granted on appeal for the development of up to 320 residential dwellings with all matters reserved apart from access (application reference R/2014/0304/OOM). The outline application was supported by technical studies including a transport assessment, flood risk assessment, surface water drainage strategy, ecology audit and landscape and visual appraisal.
- 6.64** There are a range of conditions attached to the approval, including in relation to development phasing, ground stability and remediation investigation works, highway access provision and mitigation and sustainable urban drainage.
- 6.65** An indicative masterplan accompanying the application shows a proposed highway layout, including the new access, the majority of housing focused at the lower northern end of the site, a deep landscaping buffer towards the eastern boundary and areas of public open space and landscaping.

Policy H 3.6

Spencerbeck Farm, Ormesby

Land at Spencerbeck Farm, Ormesby (2.4 ha) is allocated for the development of approximately 82 dwellings (61 net additional properties). The development is expected to complete within the plan period.

Proposals should include the following:

- a. on-site affordable housing provision as required under Policy H4;
- b. creation of a single access and egress point with Normanby Road;
- c. an appropriate landscaping scheme throughout the site including a peripheral landscaping buffer;
- d. ground investigation and prior completion of any necessary remediation works following demolition of the existing buildings; and
- e. contributions, as necessary at the time of application, towards other infrastructure enhancements including local educational and healthcare provision and other community facilities.

- 6.66** This 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.
- 6.67** In December 2016, outline planning permission for 41 dwellings was granted for the redevelopment of the front part of the site, which largely comprises farm buildings and residential properties (application ref. 2016/0410/OOM).
- 6.68** In March 2016, outline permission was granted on appeal for 41 dwellings on grazing land at the rear of the site, which is outside development limits and sits within a designated green wedge (application ref. 2013/0803/OOM).
- 6.69** It is assumed that development would proceed as a single scheme covering the whole site via a further detailed planning application.
- 6.70** Comprehensive redevelopment will intensify development on the site, which is in a high profile location fronting Normanby Road. Therefore, a peripheral landscaping buffer is required to reinforce separation from the surrounding green wedge and public open space, and from neighbouring residential properties. The existing development is also currently set back from the highway, corresponding to the established streetscene, and this principle should be retained.

Policy H 3.7

Normanby Hall

Proposals for a conservation-led scheme incorporating sensitive residential development of up to approximately 25 dwellings within the grounds of Normanby Hall will be supported. It is anticipated that the development would be completed within the plan period.

The development of the site would be subject to the following:

- a. the restoration and sustainable re-use of the existing Grade II listed building, potentially as housing;
- b. the restoration and sustainable management of the woodland and parkland areas;
- c. achieving a development which is sympathetic to the listed building and its setting and minimises disturbance to protected trees, valuable woodland and important wildlife areas;
- d. satisfactory resolution of access and traffic issues;
- e. preparation of a flood risk assessment and drainage strategy;
- f. detailed tree, ecological, building and archaeological surveys and adherence to recommendations emerging from them; and
- g. contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

- 6.71** Normanby Hall is an unused Grade II listed manor house within a mature wooded parkland setting extending over 2.8 hectares. The hall, which has been vacant for over a decade, has fallen into a dilapidated state along with the substantial grounds within which it sits.
- 6.72** The site is in a sustainable location within 1km of Normanby Local Centre and 300m of major bus routes to Redcar and Middlesbrough. Residential development, potentially including sub-division of the hall into residential units, would facilitate the restoration of the site and may also present an opportunity to widen the housing offer in Greater Eston and the borough by providing a distinctive development potentially targeting the higher end of the market.
- 6.73** The site has been vacant for some years and, if its sustainable future is to be secured, a balance needs to be struck between allowing an acceptable level of new build development to enable the restoration of the hall and its setting and, on the other hand, the limited development potential on the site and the restricted traffic handling capacity of the local road network.

- 6.74** Previous proposals for over 50 dwellings, including a significant number of flats, raised concerns about site access and traffic handling capacity along Normanby Hall Park and at its junction with the B1380 Normanby Road.
- 6.75** Preliminary observations from the Council's highways engineers have indicated that it may be difficult to justify development above 25 dwellings, as the highway at Normanby Hall Park which serves the site is narrow and takes the form of a shared surface. The potential to serve development from an alternative access to the west of the site via Coach House Mews appears to be limited and could also have an adverse impact on the hall and its setting.
- 6.76** 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.
- 6.77** Due to physical constraints and environmental and conservation considerations, only limited parts of the site are suitable for development. Based on previous proposals for the site and subject to further investigation, the area to the south of the hall towards the site boundary, avoiding valuable protected trees, appears to provide the principal area for new housing. Whilst development means building within the last remaining section of open curtilage, overall a positive result could be achieved by restoring historic garden features such as the cascade, implementing a scheme of vegetation management to restore the garden setting, and, by virtue of a quality housing development, drawing attention to the historic significance of Normanby Hall. Previous redevelopment proposals have also sought the sub-division of the hall into dwellings and this approach should continue to be considered in seeking the sustainable re-use of the building.
- 6.78** Due to the significant abnormal costs and limited site development potential, it is important that sufficient development value is generated to enable investment to proceed. In that regard, the Council is mindful that consideration should be given to the potential waiving of any affordable housing requirement.

Policy H 3.8

Normanby High Farm

Land at Normanby High Farm (10ha) is allocated for the development of approximately 150 residential dwellings, with community woodland to be established on the remaining land as part of a wider planting scheme. Housing delivery is expected to complete within the plan period to 2032.

Proposals will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. an appropriately designed layout which achieves a logical southern extension to the existing High Farm development including the extension of footpath and cycleway links;
- c. as part of the wider requirement attached to the existing planning consent at High Farm, the establishment of a community woodland within the Spencer Beck Green Wedge;
- d. open space requirements in accordance with Policy N3;
- e. an appropriate landscaping scheme throughout the site;
- f. a pedestrian link to the east to enable direct access to local primary schools and Normanby Road;
- g. subject to a transport assessment, acceptable vehicular access from Skippers Lane and any off-site improvements;
- h. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- i. a flood risk assessment and drainage strategy; and
- j. contributions, as required, towards other infrastructure enhancements including local educational and healthcare provision and other community facilities.

- 6.79** This site adjoins the ongoing High Farm housing development to the north. The partial development of this site would result in an extension of that residential footprint while retaining a similar depth to the green wedge, and helping to ensure the housing supply requirement can be met.
- 6.80** All the land falls within the proposed community woodland attached to the High Farm planning permission (application ref R/2007/1220/OOM). As such, a deed of variation will be required against that permission as part of any application for this site.

- 6.81** The site is in a sustainable location within the urban core and is in close proximity to a range of services including a primary school (500m) and a secondary school (800m). Normanby Road (600m to the east) contains leisure and further educational facilities and is served by a main bus route into central Middlesbrough. Normanby centre is within 1.3 km to the south-east and contains local shops and business. Larger scale retail facilities, businesses, services and employment areas are located at Cleveland Retail Park / Skippers Lane Industrial Estate and at Low Grange Farm District Centre (1.5 km directly to the north).
- 6.82** Although the proposed allocation would effectively result in a second development phase at High Farm, it is evident that a separate highway access will be required, through an extension of Skippers Lane to the south which already serves over 220 properties from the junction with Ormesby Road (B1380). As such, proposals should take into account the traffic carrying capacity of this junction and potential implications for public safety and the residential amenity of existing residents.
- 6.83** Subject to a transport assessment, the estimate of 150 dwellings is intended to reflect potential highway capacity constraints. A lower level of development could also be acceptable should further highway constraints become evident.
- 6.84** Development at High Farm has been ongoing since 2011 and as at 31 March 2017, there were 134 dwellings awaiting completion on land abutting the allocation site.
- 6.85** Bearing in mind the potential scale of development taking place at High Farm, as part of the open space requirements there is a need for play space to serve the wider development. Consideration will be given to providing these facilities off-site including within Smith's Dock Park.

Policy H 3.9

Land at Former Eston Park School, Eston

Land at the former Eston Park School (3 ha.) is allocated for the development of approximately 100 dwellings, to be delivered within the plan period.

It is expected that any proposals would be subject to the following:

- a. achieving access via the adjacent Fabian Place development, together with any off-site highway requirements as recommended through a transport assessment;
- b. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- c. a well-designed scheme, which is integrated with prospective residential development on the town hall site and nearby community uses including existing open space;
- d. off-site local public open space improvements, specifically playing pitch provision; in accordance with Policy N3, and having regard to the Developer Contributions SPD and the Redcar & Cleveland Playing Pitch Strategy;
- e. an appropriate landscaping scheme throughout the site;
- f. ground investigation and prior completion of any necessary remediation works;
- g. flood risk assessment and drainage strategy; and
- h. contributions, as necessary at the time of application, towards any other infrastructure enhancements including local educational and healthcare provision and other community facilities.

6.86 This is a partly brownfield site comprising former school buildings and playing fields which have become vacant following the amalgamation of Eston Park with Gillbrook to create the Hillsview Academy. The site is surplus to educational requirements and available for redevelopment.

6.87 The site is in a highly urbanised area and a sustainable location adjacent to a bus route, secondary school and sixth form college and within 800m of Low Grange Farm District Centre and Eston Leisure Centre.

- 6.88** The site would be suitable for residential development, provided vehicular access could be achieved via the adjoining Fabian Place development on the former Redcar & Cleveland Town Hall site (52 dwellings). Development would therefore be expected to follow completion of the Fabian Place scheme.
- 6.89** Redevelopment for market housing will support the regeneration of Greater Eston, complementing recent and ongoing investments and will contribute to achieving a more balanced housing stock between market and social tenures. In accordance with the findings of the Redcar & Cleveland Strategic Housing Market Assessment, there are no affordable housing requirements associated with this site due to its location in the Greater Eston North housing market sub-area.
- 6.90** The site has an open outlook with a large expanse of school playing fields and public open space situated to the north and east. Development of the site should, therefore, seek to achieve the following:
- housing fronting onto the open space to provide effective passive surveillance;
 - direct and safe pedestrian access from the site onto the open space;
 - the provision of a footpath / cycle route from the northern boundary linking to existing paths which cross into Eston Recreation Ground and connect to local schools, Low Grange Farm District Centre and Eston Leisure Centre; and
 - improvements to existing open space, specifically playing pitch enhancements.
- 6.91** As the site contains previously developed land, ground investigation and any appropriate remediation are prerequisites to its development. As this is also a large urban greenfield site, which is partly subject to and near areas identified at risk of surface water flooding, proposals should be supported by a flood risk assessment.

Policy H 3.10

Corporation Road, Redcar

Land at Corporation Road, Redcar (2.4ha) is allocated for the development of approximately 86 dwellings, to be completed with the plan period.

Proposals will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. an off-site contribution towards open space improvements in accordance with Policy N3 and having regard to the Developer Contributions SPD;
- c. an appropriate landscaping scheme throughout the site;
- d. resolution of surface water drainage issues bearing in mind the capacity issues affecting the West Dyke culvert;
- e. ground investigation and prior completion of any necessary remediation works;
- f. subject to a transport assessment, acceptable vehicular access from Corporation Road and any off-site requirements;
- g. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI; and
- h. proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation.

6.92 This is the largest available brownfield site in Redcar and it is situated in an established residential neighbourhood and a highly sustainable location which is:

- adjacent to a main bus route and the Roman Catholic educational campus;
- opposite Redcar & Cleveland College and Locke Park; and
- within 600m of Redcar town centre.

6.93 The site, which was formerly occupied by Redcar Adult Education Centre, has been cleared and development as proposed would promote the efficient and sustainable re-use of a major urban site and provide an opportunity to help to meet general housing demand and needs including affordable housing.

6.94 As the site is located close to major public open spaces, an off-site contribution towards enhancing existing facilities would be appropriate.

- 6.95** In the light of drainage capacity issues in Redcar linked to the West Dyke watercourse, appropriate mitigation should be carried out prior to development along with any further ground remediation.
- 6.96** As the site comprises previously-developed land an assessment of ground conditions and any appropriate remediation will need to be undertaken ahead of redevelopment.
- 6.97** Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.



Policy H 3.11

St. Hilda's Church, Redcar

Land at and adjacent to St. Hilda's Church, Mersey Road, Redcar (0.9ha) is allocated for the mixed-use development of a replacement church and approximately 25 dwellings, to be completed within the plan period.

Proposals will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. off-site contribution towards open space improvements in accordance with Policy N3 and having regard to the Developer Contributions SPD;
- c. an appropriate landscaping scheme throughout the site;
- d. the on-site redevelopment of the church building and parking area;
- e. achieving adequate separation between residential and church uses;
- f. completion of a drainage strategy;
- g. proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and
- h. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

- 6.98** The site is in an established residential area and a highly sustainable location being adjacent to a main bus route, opposite Roseberry Square Local Centre and within 300m of primary and secondary schools.
- 6.99** The development of the site will help meet local housing requirements, including affordable housing.
- 6.100** It is understood the church building requires replacement due to structural decay and prohibitive maintenance costs. The release of the adjacent open space (0.3 hectares) is needed to enable the redevelopment to proceed. The replacement facility will provide an enhanced community resource and complement recent and ongoing investments nearby.
- 6.101** In the Council's opinion, the above considerations outweigh the loss of the open space which is of limited environmental and amenity value due to the position of the existing church towards the centre of the site. The quantity of open space within the local area also meets proposed minimum standards and the loss of the open space to development will have a negligible effect

on the level of provision. An off-site contribution towards the enhancement of existing local spaces will, however, be sought in mitigation and in accordance with Policy N3.

- 6.102** Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.



Policy H 3.12

Land adjacent Rye Hills School, Redcar

Land adjacent to Rye Hills School, Redcar (1.23ha) is allocated for approximately 30 dwellings to be completed within the plan period.

Proposals will be subject to the following:

- a. development which is well-integrated with and respects the character of the adjacent residential area to the north;
- b. affordable housing provision in accordance with the requirements of Policy H4;
- c. off-site contribution towards open space improvements in accordance with Policy N3 and having regard to the Developer Contributions SPD;
- d. an appropriate landscaping scheme throughout the site incorporating where possible the retention of any valuable trees;
- e. achieving acceptable vehicular access preferably via the existing estate road network off Warwick Road;
- f. ground investigation and prior completion of any necessary remediation works;
- g. completion of a flood risk assessment and drainage strategy;
- h. safeguarding the existing access to, and adequate separation from, the former caretakers house;
- i. proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and
- j. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.103 This is a cleared 'brownfield' site in a mature and high quality suburban housing area and a sustainable location adjacent to a secondary school and a major arterial road into Redcar. The land is surplus to the operational requirements of the school and redevelopment for family housing would be appropriate.

6.104 Green space provision in the east of Redcar is relatively high and the site is located close to Borough Park. 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 enhancing existing facilities nearby.

- 6.105** To promote a logical extension to the residential area and to avoid conflict with the established school access arrangements at Redcar Lane, vehicular access should be provided from the north via Warwick Road.
- 6.106** As the site has been developed previously an assessment of ground conditions and any appropriate remediation will need to be undertaken ahead of redevelopment, alongside consideration of drainage requirements, having regard to the West Dyke culvert.
- 6.107** Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.



Policy H 3.13

Grosmont Close, Redcar

Land at Grosmont Close, Redcar (0.15ha) is allocated for the development of 12 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. achieving development of an appropriate scale and design which can help meet targeted specialist housing needs;
- b. specific entry requirements for occupants, to be determined by the scheme provider;
- c. an appropriate landscaping scheme throughout the site; and
- d. ground investigation and prior completion of any necessary remediation works.

6.108 This a cleared brownfield site in a established residential area and highly sustainable location close to a principle bus route and supermarkets at the southern end of West Dyke Road. The site has been identified for redevelopment in order to meet specialist housing needs, subject to securing grant funding through the Homes & Communities Agency.

6.109 In March 2015, detailed planning permission was granted for the development of 4 bungalows and 8 flats within a communal setting, for occupation by adults with learning difficulties. The consent is subject to meeting conditions including in relation to sustainable drainage, ground remediation and residential amenity (application reference R/2015/0395/FFM).

Policy H 3.14

Land at Mickle Dales, Redcar

Land at Mickle Dales, Redcar (4.3ha) is allocated for the development of approximately 100 residential dwellings. Development will need to reflect the delivery timeframes and practical requirements associated with delivering the existing Dogger Bank Teesside Development Consent Order (DCO) which affects this site. The development should be completed within the plan period to 2032 and will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. an appropriate southern extension to the ongoing Rowan Garth development including, subject to a transport assessment, the extension of the proposed distributor road which will serve the current development site;
- c. a flood risk assessment and drainage strategy;
- d. an appropriate development layout which reflects the position of buried infrastructure in order to safeguard the area needed for the protection of the DCO cable route and does not inhibit the use of proposed temporary working areas;
- e. a phasing plan to ensure that development comes forward in accordance with the delivery timescales of the DCO, ensuring that no dwellings are occupied before the cables are installed and that residential amenity is not compromised by subsequent cable installation and/or the temporary removal of newly created amenity land;
- f. provision of usable unplanted community green space in accordance with Policy N3, using the land above the proposed cable corridors for such purposes;
- g. an appropriate landscaping scheme throughout the site;
- h. prior completion of a strategic planting buffer with the A174 and woodland belt which corresponds to that on the Rowan Garth site in accordance with Policy N2;
- i. retention of the existing footpath crossing the northern site boundary which would be bisected by the vehicular access serving the site;
- j. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA1;
- k. proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and
- l. contributions, as necessary at the time of application, towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.

- 6.110** This site abuts the Rowan Garth development to the north which recently commenced and will provide 138 dwellings served by a new access from Redcar Road and enclosed by an accessible woodland belt (application ref. 2015/0152/RMM). The subsequent appropriate development of this land, having regard to the site area outlined on the Policies Map, would result in a logical extension to that development while retaining a similar depth to the green wedge.
- 6.111** The site is in a sustainable location adjoining the Redcar built-up area and is broadly within 900m of a main bus route at Redcar Road to the north, 2km of two primary schools on Redcar Road and Longbeck railway station and 2.2km of shops, businesses and services in Marske District Centre.
- 6.112** It is assumed that access would be gained directly from the southern boundary of the Rowan Garth site, through the existing peripheral planting buffer. Appropriate mitigation should be provided to address any loss of biodiversity arising from the development.
- 6.113** The A174 provides a definitive and defensible boundary to the southern edge of Redcar and, following the completion of Rowan Garth, development would 'round-off' the built-up area at that point. The inclusion of a strategic landscape buffer will reinforce the urban edge and reduce the visual impact of development.
- 6.114** The site is currently an agricultural field with consent under a Development Consent Order (DCO) for onshore cable corridors required for the construction and operation of two proposed offshore wind farms (Dogger Bank Teesside A and Dogger Bank Teesside B) connecting into the National Grid. Each wind farm project provides for 18 metre deep cable corridors which allow for temporary construction works with the cable bundles for each project being located within the respective corridor. As the cable route crosses the site, both the design and programme of the residential scheme will need to take account of this nationally significant infrastructure project.
- 6.115** To reinforce the green wedge, provide visual screening and achieve a uniform development, the existing deep planting buffer should be extended and be similarly accessible to the extent that this is possible without affecting the ability to construct and operate the two cable routes through this site. The extended buffer and all other peripheral landscaping should be subject to the same woodland management agreement attached to the Rowan Garth permission.
- 6.116** Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.

Policy H 3.15

West of Kirkleatham Lane, Redcar

Land to the West of Kirkleatham Lane, Redcar (23ha) is allocated for the development of approximately 550 dwellings, significant landscaping and open space uses, to be delivered within the plan period to 2032.

Proposals for the development of the site will be supported subject to the following:

- a. on-site affordable housing provision as required under Policy H4;
- b. achieving satisfactory vehicular access from the A1042 (Kirkleatham Lane) to serve the development;
- c. implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- d. establishing a deep landscaping buffer to the west of the site to separate the development from nearby business uses, and high quality peripheral landscaping as appropriate;
- e. usable community green space within the development in accordance with Policy N3;
- f. provision of pedestrian links to the north and south of the site to improve access to and from Foxrush Farm Community Woodland (north) and Kirkleatham Business Park (south);
- g. incorporation of a sustainable drainage scheme;
- h. proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including any necessary mitigation; and
- i. contributions, as necessary at the time of application, towards any other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.117 The site has previously been allocated for employment purposes as part of Kirkleatham Business Park. The Employment Land Review (2016) has indicated that there is a surplus of employment land in this area and that consideration should be given to re-allocating it for alternative uses. The development of part of this site for housing would leave approximately 27 ha available for employment development on the remainder of the business park.

6.118 The site is in a sustainable location, being within Redcar with good access to the strategic road network, local primary and secondary schools and bus services at Kirkleatham Lane, and the Roseberry Square Local Centre.

- 6.119** Due to the location of nearby industry, the western boundary of the site has been determined in accordance with the relevant Health and Safety Executive (HSE) consultation zones. It has been determined that a development of this type and scale would be acceptable to the HSE in this location.
- 6.120** The site is within the ownership of the Homes and Communities Agency (HCA). There is potential that a proportion of the dwellings will be made available to purchase at a discount to first time buyers as part of the Government's "Starter Home" policy. The development would also be subject to the provision of 15% affordable housing in accordance with Policy H4. The HCA has indicated that more than one developer is likely to provide housing on this site, which will help deliver the entire site within the plan period.
- 6.121** Proposals should take into account the requirements of Policy N4 in terms of consideration of effects on internationally designated sites, including necessary mitigation where they are within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar site.
- 6.122** In April 2017, outline consent was granted for the development of up to 550 dwellings subject to meeting a range of conditions (application ref. R/2016/0663/OOM). All matters apart from access are to be determined via a reserved matters application.



Policy H 3.16

Marske Road, Saltburn

Land at Marske Road, Saltburn (5.8 ha) is allocated for the development of approximately 116 dwellings, to be delivered within the plan period.

Proposals will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. usable community green space provision in accordance with Policy N3;
- c. an appropriate landscaping scheme throughout the site, having regard to the impact of development on the landscape, neighbouring land uses and the strategic gap with Marske; and
- d. the implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI.

6.123 This site is located at the western edge of Saltburn, and is in a sustainable location being adjacent to a main bus route at Marske Road, within 1.2km (10-15 minutes walk) of local schools and Saltburn Leisure Centre, and 1.8km from the town centre and railway station.

6.124 Outline planning consent was granted on appeal in December 2015 and in October 2016 a reserved matters application was approved for 116 dwellings, together with associated garaging, electricity sub-station, public open space, landscaping and ancillary works (application ref. R/2016/0154/RMM). The approval is subject to a number of conditions, including achieving satisfactory access arrangements, any appropriate ground remediation and ecological measures and the implementation of an agreed drainage strategy and flood risk mitigation.

Policy H 3.17

Wilton Lane, Guisborough

Land at Wilton Lane, Guisborough (0.3ha) is allocated for the development of approximately 14 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. affordable housing provision in accordance with the requirements of Policy H4;
- b. an appropriate landscaping scheme throughout the site;
- c. provision of a satisfactory access from Wilton Lane;
- d. ground investigation and prior completion of any necessary remediation works; and
- e. provision of a sustainable drainage scheme.

6.125 This brownfield site is in a predominantly residential area and a highly sustainable location being within:

- 100m of a primary school;
- 200m of a bus route connecting to Middlesbrough and Redcar;
- 350m from Guisborough district centre and a further education college; and
- 600m of a secondary school.

6.126 Detailed planning permission was granted for 14 dwellings September 2017 (application reference R/2017/0407/FFM).

6.127 The planning consent is subject to meeting several conditions, including ground investigation and remediation requirements and incorporating a sustainable drainage system within the development.

Policy H 3.18

Park Lane, Guisborough

Land at Park Lane, Guisborough (0.5ha) is allocated for the development of approximately 40 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. achieving development of an appropriate scale and design;
- b. an appropriate landscaping scheme throughout the site;
- c. achieving a single vehicular access to the site from Park Lane;
- d. ground investigation and prior completion of any necessary remediation works;
- e. high quality development that has regard to the character and appearance of the nearby Guisborough Conservation Area and also complements the street scene and respects nearby uses; and
- f. contributions, as necessary at the time of application, towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.

6.128 This site, formerly occupied by the Luke Senior House care facility, is a cleared parcel of previously developed land in a mature residential area and a highly sustainable location adjacent to a bus route and within 300m of Guisborough district centre.

6.129 It is envisaged that the development will:

- provide approximately 40 dwellings;
- comprise a main building of an acceptable height which respects the appearance of the local area; and
- achieve adequate access, parking, servicing and landscaped areas.

6.130 As the site was previously developed, it will be necessary to undertake ground investigation and any required remediation prior to redevelopment.

Policy H 3.19

Cleveland Gate, Guisborough

Land at Cleveland Gate, Guisborough (4.9ha) is allocated for the development of approximately 137 dwellings. The scheme should be delivered within the plan period and proposals will be subject to the following:

- a. achieving adequate separation and compatibility between the housing and adjacent commercial uses;
- b. the provision of separate access to serve the residential development and distinguish it from the nearby commercial development, together with any required off-site highway infrastructure contributions as identified through a transport assessment;
- c. on-site affordable housing provision in accordance with the requirements of Policy H4;
- d. flood risk assessment and surface water management scheme;
- e. within the residential area, on-site public green space provision in accordance with Policy N3;
- f. establishing a footpath link through the site to the Guisborough Branch Walkway;
- g. an appropriate landscape enhancement scheme throughout the site; and
- h. contributions towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.

6.131 This is a substantial area of vacant land within the urban core of Guisborough in a highly sustainable location being adjacent to food retail stores and Guisborough Health Centre, and within 500m of the town centre which contains a range of shops and local businesses and frequent bus connections to Middlesbrough and Redcar. There is a primary school 500m to the south and a secondary school and colleges located 1km to the north-east.

6.132 In the interests of residential amenity and unhindered commercial operations, the site layout should achieve adequate physical separation between housing and nearby commercial uses, including dedicated separate access roads and appropriate landscaping buffers.

6.133 An adequate landscaping buffer should be provided between residential development and the adjacent employment allocation and the former Esco foundry site, which was recently granted planning permission for the development of A1 and A3 retail and B2 or B8 warehouse units, all of which would be serviced by an access from Rectory Lane (application reference. R/2016/0021/FFM). Subject to highway and traffic implications, consideration

will be given to proposals which would effectively incorporate the employment allocation within the Esco site by extending the proposed access road eastwards. Alternatively, the employment land would be accessed off Spring Wood Road. In either case, the residential development should be served separately, from Spring Wood Road.

- 6.134** Given that the land slopes down from the south, there are drains crossing the site and part of the land is at risk of surface water flooding, proposals should incorporate a sustainable drainage scheme to manage existing accumulations and the implications of increased run-off arising from any future development.
- 6.135** The Guisborough Branch Walkway, which borders the southern boundary, is a footpath and cycle route crossing the urban area and linking residential areas and green spaces, and provides footpath and cycle connections into the North York Moors National Park. Opening the site up for development provides an opportunity to extend this network to improve linkages between central Guisborough, including the subject site, and southern parts of the town and the National Park.



Policy H 3.20

Land at Galley Hill, Guisborough

Land at Galley Hill, Guisborough (4.6ha) is allocated for the development of approximately 50 dwellings and public open space. The scheme should be delivered within the plan period and as an extension to the adjacent Galley Hill housing development.

Proposals will be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. partial residential development restricted to suitable areas within the site core;
- c. subject to a transport statement, achieving vehicular access from the existing Galley Hill housing site;
- d. providing a safe pedestrian and cycle green link from the Galley Hill development through the site to the Middlesbrough Road entrance;
- e. provision of usable community open space in accordance with Policy N3;
- f. an appropriate landscaping scheme throughout the site including a strong noise attenuation buffer towards northern and easterly boundaries;
- g. avoiding development in areas prone to surface water flooding and any other obligations arising from a flood risk assessment;
- h. retention of existing planting areas so far as possible and replanting in mitigation where appropriate; and
- i. contributions, as necessary at the time of application, towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.

6.136 This linear site is situated between established housing to the south, the ongoing Galley Hill residential development to the west (326 dwellings) and the A171 dual carriageway to the north.

6.137 The site is in a sustainable location being close to Middlesbrough Road (convenience retail at Woodhouse junction services, bus services and a direct link into central Guisborough) and within 500m of Stokesley Road (local primary schools, bus routes and convenience store). The provision of a footpath and cycleway link as part of the development will, moreover, improve connectivity between the wider Galley Hill area and central Guisborough.

6.138 Housing potential is chiefly restricted by the narrow and sloping topography, proximity to the A171 and Woodhouse Junction and land towards the southern boundary which is identified at risk of surface water flooding. The development will need to be carefully designed in response to these constraints.



Policy H 3.2I

Home Farm, Skelton

Land at Home Farm, Skelton (1.6ha) is allocated for the conservation-led development of approximately 47 dwellings, to be delivered within the plan period.

The development of the site would be subject to the following:

- a. open space provision in accordance with Policy N3;
- b. an appropriate landscaping scheme throughout the site;
- c. provision of satisfactory vehicular access;
- d. achieving a high-quality development that that preserves or enhances the character or appearance of the Skelton Conservation Area; and
- e. provision of a pedestrian link between the High Street and Skelton Health Centre.

- 6.139** This site comprises vacant land and buildings in a highly sustainable location off Skelton High Street, which contains a range of shops and services, including main bus routes connecting to Redcar, Guisborough and Middlesbrough. The site is also adjacent to Skelton Health Centre and is approximately 500m from Skelton Primary School.
- 6.140** The site is in a sensitive location within Skelton Conservation Area and adjacent to the Grade II* Listed All Saints Church, but its poor appearance detracts from this historic setting. Bringing the site back into suitable use through proposals which enhance the Conservation Area is therefore desirable. Appropriate redevelopment for housing will promote the sustainable development of the borough and help meet local housing needs.
- 6.141** In February 2016, detailed permission was granted for the redevelopment of the site for 47 dwellings with associated landscaping, car parking and open space (application reference R/2015/0478/CAM). The scheme layout shows a mix of dwellings separated by green spaces with vehicular access gained from three directions, including Skelton High Street. The approved proposals were supported by relevant technical studies in relation to drainage, ecological, transport and heritage matters and the consent is subject to conditions, including satisfactory land remediation.

Policy H 3.22

Stanghow Road, Skelton

Land at Stanghow Road, Skelton (0.3ha) is allocated for the development of approximately 10 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. affordable housing provision, if necessary, in accordance with the requirements of Policy H4;
- b. off-site contribution towards open space improvements in accordance with Policy N3;
- c. an appropriate landscaping scheme throughout the site;
- d. provision of satisfactory access;
- e. ground investigation and prior completion of any necessary remediation works; and
- f. contributions, as necessary at the time of application, towards other infrastructure requirements including local educational and healthcare provision and other community facilities.

6.142 The site comprises vacant brownfield land located within a predominantly residential area. The site is in a sustainable location adjacent to a main bus routes to Redcar, Guisborough and Middlesbrough and is approximately 250m from Skelton Primary School and 500m from Skelton local centre.

6.143 As the indicative housing yield is for 10 dwellings, no affordable housing contribution would be required. However, if proposals are for between 11 and 14 dwellings (inclusive) an off-site financial contribution towards affordable housing would be appropriate, equivalent to 15% on-site provision. If proposals are for 15 dwellings or more, the contribution should be provided on-site.

6.144 As the site is previously developed land, a ground investigation survey should be undertaken to ascertain if there is any contamination with any required remediation completed prior to redevelopment.

Policy H 3.23

Kilton Lane, Brotton

Land at Kilton Lane, Brotton (12ha) is allocated for residential development for approximately 270 dwellings. Proposals should be well-integrated with the existing built-up area and be completed within the plan period to 2032.

The development of the site would be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. provision of on-site usable public green space in accordance with Policy N3;
- c. an appropriate landscaping scheme which respects the locational and topographical characteristics of the site and incorporates a planting buffer between the A174 Skelton and Brotton bypass and the proposed development;
- d. completion of a transport assessment and construction of a new junction at Kilton Lane together with any other necessary highway works;
- e. the preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TAI;
- f. completion of a flood risk assessment and drainage strategy;
- g. further archaeological investigation and the adoption of any necessary scheme of archaeological mitigation should be agreed and undertaken prior to development; and
- h. contributions towards other infrastructure enhancements as required, including local educational and healthcare provision and other community facilities.

6.145 In sustainability terms, Brotton is a key settlement within East Cleveland as it contains the main secondary school which serves a wide area and the local primary care hospital, and is in relatively close proximity to the main retail development and industrial estate at Skelton.

6.146 Following completion of the Hunley Manor development off Newbury Road, this site provides an appropriate residential development opportunity for Brotton. Being located between the built-up area and the Skelton and Brotton bypass, this land presents the most significant and logical greenfield extension and, bearing in mind the Heritage Coast designation to the north and east of the built-up area, it is also the most acceptable and realistic option in policy terms. The site is also sufficiently large to meet a range of housing needs and aspirations.

- 6.147** The site is in a sustainable location being broadly within 300 metres of a primary school, the hospital and a major bus route connecting to Guisborough, Redcar and Middlesbrough at Brotton local centre. As the allocation site is substantial, is located at the edge of the village and extends either side of Kilton Lane, proposals should promote ease of movement through the site for pedestrians and cyclists and opportunities should be sought to improve footpath connectivity between the development and the village centre.
- 6.148** Due to the relatively large size of the site and level of greenspace provision within Brotton, it is expected that proposals will include on-site public open space in accordance with the Council's minimum standards. As part of the landscaping scheme, an effective landscape buffer should be established towards the boundary with the A174 to screen the development from the bypass and provide noise and visual attenuation.
- 6.149** Subject to a transport assessment, it may be appropriate for the new access to be gained via a roundabout as the site straddles Kilton Lane.
- 6.150** Ground investigations undertaken in 2011 revealed potentially valuable archaeological deposits on the site. Further investigation is required and any subsequent archaeological issues must be resolved.



Policy H 3.24

Newbury Road, Brotton

Land at Newbury Road, Brotton (0.7ha) is allocated for the development of approximately 25 older persons' bungalows, to be completed within the plan period.

The development of the site would be subject to the following:

- a. achieving development of an appropriate scale and design which can help meet the housing needs of older people;
- b. specific entry requirements for occupants, to be determined by the scheme provider;
- c. an appropriate landscaping scheme throughout the site;
- d. achieving a single vehicular access to the site from Newbury Road; and
- e. ground investigation and prior completion of any necessary remediation works.

6.151 This a cleared brownfield site (formerly the Kiltondale care facility) in an established residential area and sustainable location close to local shops and services at Brotton High Street.

6.152 The retirement-age population in Redcar & Cleveland is proportionately the highest in the Tees Valley and is well above the national average. Demographic projections indicate that this trend is expected to become more pronounced as the elderly population continues to grow. The proposals will therefore help to meet targeted local housing needs.

6.153 In March 2015, permission was granted for 25 extra-care two bedroom bungalows for older people together with communal gardens, landscaping, parking and a new vehicular access (application reference R/2015/0573/RSM). The consent is subject to meeting conditions including in relation to ground remediation, drainage and landscaping.

Policy H 3.25

Former Rosecroft School, Loftus

Land at the former Rosecroft School site, Loftus (3.1 ha) as shown on the policies map is allocated for the development of approximately 100 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. an appropriate landscaping scheme throughout the site, including an adequate buffer between the proposed development and the railway line to the north;
- c. ensuring that the development will not have an adverse impact on the adjacent wooded landscape;
- d. a transport assessment, with satisfactory new vehicular access achieved from Rosecroft Lane;
- e. preparation and implementation of a travel plan to encourage more sustainable travel modes, having regard to Policy TA1;
- f. flood risk assessment and drainage strategy;
- g. ground investigation and completion of any necessary remediation works;
- h. community green space provision in line with the requirements of Policy N3; and
- i. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

- 6.154** This is a cleared brownfield site within an established residential area, opposite a Roman Catholic primary school and approximately 350 metres from Loftus district centre, which contains a number of shops and services and bus connections to Guisborough, Redcar and Middlesbrough. Redevelopment for housing will contribute to improving the residential offer in the Loftus area and help to meet local housing needs.
- 6.155** In October 2013, detailed planning permission was granted for 51 dwellings including new vehicular and pedestrian accesses, subject to conditions including land remediation and drainage obligations (application ref. R/2011/0926/FFM). This permission has since expired.
- 6.156** In seeking to make this site more attractive to the market, the land area has been extended to incorporate part of the former school playing field area.

- 6.157** The mineral railway line serving Boulby Mine runs below the northern boundary of the site. Any proposals will need to take incorporate any required noise attenuation measures and achieve an adequate buffer between housing and the railway.
- 6.158** To the east, where the land falls away, the site borders mature woodland and a sensitive landscape area along the Middle Gill beck corridor which, along with a similar wooded corridor along Waytail Beck on the opposite side of Rosecroft Lane, contributes to a high quality development setting. It is important that proposals do not have adverse implications on or diminish the environmental value of these natural assets.
- 6.159** The existing vehicular access to Rosecroft School is not considered to be suitable for residential use. It will therefore be necessary to achieve a new access which meets the Council's Highway Design Guide and Specification.
- 6.160** As this is a partly greenfield site on sloping ground, it is particularly important that development proposals incorporate a sustainable drainage scheme.
- 6.161** As part of the site was previously developed, it will be necessary to undertake ground investigation and any required remediation prior to redevelopment.
- 6.162** Bearing in mind the large former playing field area beyond the southern boundary, it may be possible to meet open space requirements through off-site contributions.

Policy H 3.26

Former Handale Primary School, Loftus

Land at the former Handale Primary School, Loftus (0.28ha) is allocated for approximately 10 dwellings, to be completed within the plan period.

The development of the site would be subject to the following:

- a. affordable housing provision, if necessary, in accordance with the requirements of Policy H4;
- b. site clearance, ground investigation and completion of any necessary remediation works;
- c. achieving satisfactory vehicular access to serve properties from the existing highway;
- d. high quality development that has regard to the character and appearance of the nearby Loftus Conservation Area and also complements the street scene and respects nearby uses;
- e. appropriate peripheral landscaping to soften the impact of the development and provide appropriate screening;
- f. community green space provision in line with the requirements of Policy N3; and
- g. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.163 This is a small brownfield site in a highly sustainable location close to central Loftus. The site has become vacant following school reorganisation and provides an opportunity to broaden the local housing offer. As the site is located within 100 metres of Loftus Conservation Area, development proposals should be of a high quality design, having regard to the character and appearance of the Conservation Area.

6.164 The site contains a disused single-storey school building of very early-twentieth century construction, an outbuilding and areas of hardstanding and is situated in a tightly developed older residential area. While the main building may be capable of conversion to dwellings, a demolition and rebuild scheme may be more appropriate.

6.165 As part of the site is previously developed land, it will be necessary to undertake ground investigation and any required remediation prior to redevelopment.

6.166 As the indicative housing yield is for 10 dwellings, no affordable housing contribution would be required. However, if proposals are for between 11 and 14 dwellings (inclusive) an off-site financial contribution towards affordable housing would be appropriate, equivalent to 15% on-site provision. If proposals are for 15 dwellings or more, the contribution should be provided on-site.

6.167 Due to the small size of the site, it is expected that public open space obligations would be delivered off-site via a financial contribution.



Policy H 3.27

Low Cragg Hall Farm, Carlin How

Land at Low Cragg Hall Farm, Carlin How (2ha) is allocated for the development of approximately 46 dwellings, which should be completed within the plan period.

The development of the site would be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. provision of on-site public open space in accordance with Policy N3;
- c. an appropriate landscaping scheme throughout the site;
- d. achieving a satisfactory access to the site from Brotton Road;
- e. satisfactory surface water drainage scheme;
- f. carefully designed scheme to take account of the change of levels and the potential impact of the development upon the landscape and nearby residential properties; and
- g. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.168 Although Carlin How is a lower order settlement within the hierarchy identified in Policy SD2, the site is in a sustainable location adjacent to a major bus route connecting East Cleveland with Redcar, Guisborough and Middlesbrough, it overlooks a major employment site at Tata / Caterpillar and is within 400m of a primary school and local centre.

6.169 The development of the site for housing will broaden the residential offer and help to meet local housing needs.

6.170 The local area has previously experienced flooding problems due to inadequate surface water drainage. As this is a sloping greenfield site it is essential that proposals incorporate an effective sustainable drainage solution to ensure that the run-off rate does not increase as a result of the development.

6.171 In January 2016, outline permission was granted for 46 dwellings, subject to several conditions, including the provision of a sustainable urban drainage scheme to manage surface water run-off. The indicative proposals include a mix of house types, including affordable dwellings, the provision of a new access from the A174 and a flood attenuation and public open space area (application reference R/2015/0496/OOM).

Policy H 3.28

Abattoir Site and Adjacent Land, Boosbeck

Land at Boosbeck (4.3 ha), comprising a former abattoir site and adjacent land, as shown on the policies map, is allocated for the development of approximately 69 dwellings. The development should be undertaken within the plan period.

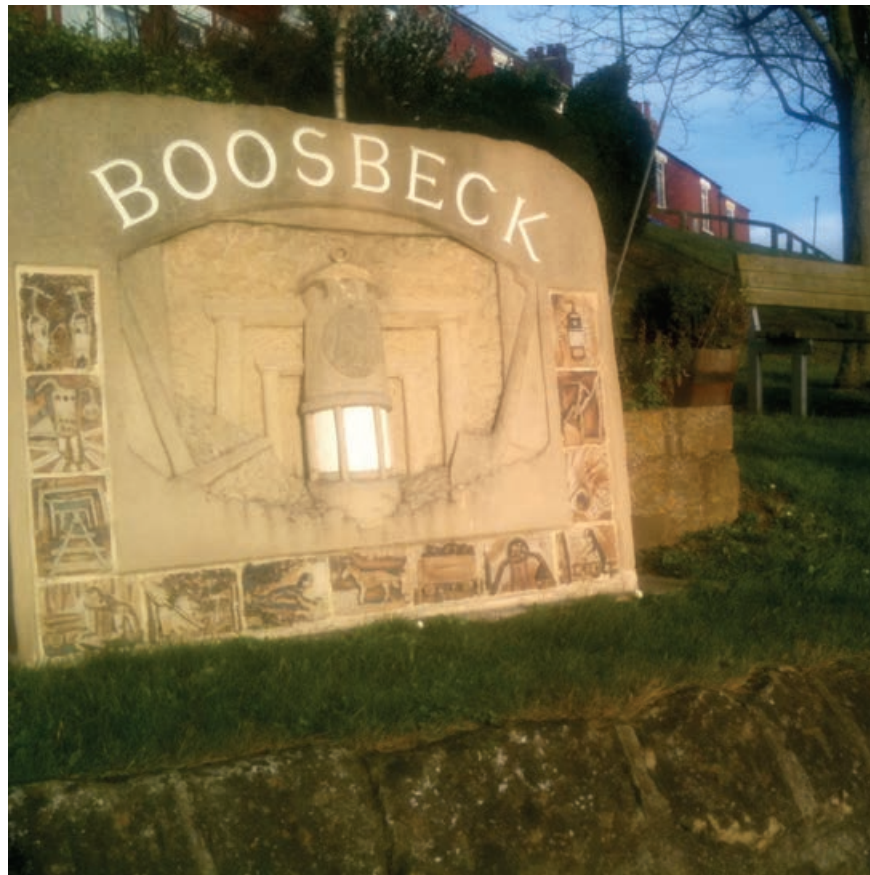
Proposals would be subject to the following:

- a. on-site affordable housing provision in accordance with the requirements of Policy H4;
- b. site clearance, ground investigation and completion of all remediation works prior to development;
- c. achieving satisfactory highway access from High Street;
- d. development proposals which are well related to the setting, including the Pit Park open space and adjacent countryside;
- e. an appropriate landscaping scheme throughout the site, having particular regard to its location at the extended edge of the village;
- f. preparation of a transport statement;
- g. retention of play facilities, including the multi-use games area and required contributions towards green space enhancement at the time of application;
- h. completion of a flood risk assessment and drainage strategy;
- i. retention of the Public Right of Way which crosses the site and existing footpath links to the High Street and Lockwood Primary School; and
- j. contributions, as necessary at the time of application, towards other infrastructure enhancements, including local educational and healthcare provision and other community facilities.

6.172 The abattoir site is currently unused. As it is integral to the residential built-up area, its redevelopment for housing would provide a more suitable use for the site, while helping to meet local housing needs over the plan period.

6.173 To support the redevelopment of the site and its viability for housing, additional land to the rear which currently forms part of the Pit Park open space has been included within the allocation. However, the core of the open space, including the formal play areas, should be retained. The site is well-related to the village with good access to local services being in close proximity to the High Street, the local bus route and Lockwood Primary School.

- 6.174** As all of the site is previously developed land (historically it formed part of an ironstone mine), it will be necessary to undertake ground investigation and any required remediation prior to redevelopment.
- 6.175** A watercourse (Boos Beck) passes the northerly boundary and parts of the site are adjacent to areas at risk of surface water flooding. The flood risk assessment should include consideration of these issues which should be addressed through an appropriate site drainage scheme.
- 6.176** In February 2017, outline planning permission was granted for the development of 69 dwellings including associated public open space (application ref.2016/0759/OOM).



Policy H 4

Affordable Housing

Subject to economic viability, on all appropriate housing developments of 15 or more dwellings (gross), located outside of the Low Value Area shown on Inset Map 03, a minimum of 15% of the total number of dwellings on-site shall be provided and maintained as affordable housing, in order to meet needs identified in the Strategic Housing Market Assessment.

For all housing developments of between 11 and 14 gross dwellings (inclusive) located outside of the Low Value Area shown on Inset Map 03, a financial contribution by way of a commuted sum, equivalent to a 15% on-site affordable housing contribution, will be expected, subject to economic viability.

Developments of 10 or fewer dwellings and which have a minimum combined gross floorspace of no more than 1,000 square metres (gross internal area) will not generally be required to make an affordable housing contribution, unless they form part of a rural exceptions site.

In determining the tenure mix, type and size of affordable housing to be provided, the Council will have regard to the findings of the SHMA, its successor documents or other appropriate local evidence, in meeting the needs of single people, families and older people and people with support needs within the housing mix.

Affordable housing shall normally be provided on-site as part of, and integrated within, housing development to help deliver balanced communities. As such, the affordable housing should be distributed across sites in small clusters of dwellings. The exceptions to this requirement for on-site provision will be:

- a. developments of between 11 and 14 gross dwellings (inclusive);
- b. proposed development that is exclusively for executive or executive-style housing, where off-site provision would have wider regeneration benefits and contribute towards the creation of sustainable, inclusive and mixed communities;
- c. schemes which involve the conversion of a building which is not able to physically accommodate units of the size and type of affordable housing which is required within that locality;
- d. specialist accommodation where the management of the building(s) would make it difficult to provide affordable housing on-site (such as sheltered accommodation); and
- e. any other circumstances off-site provision is more appropriate than on-site provision.

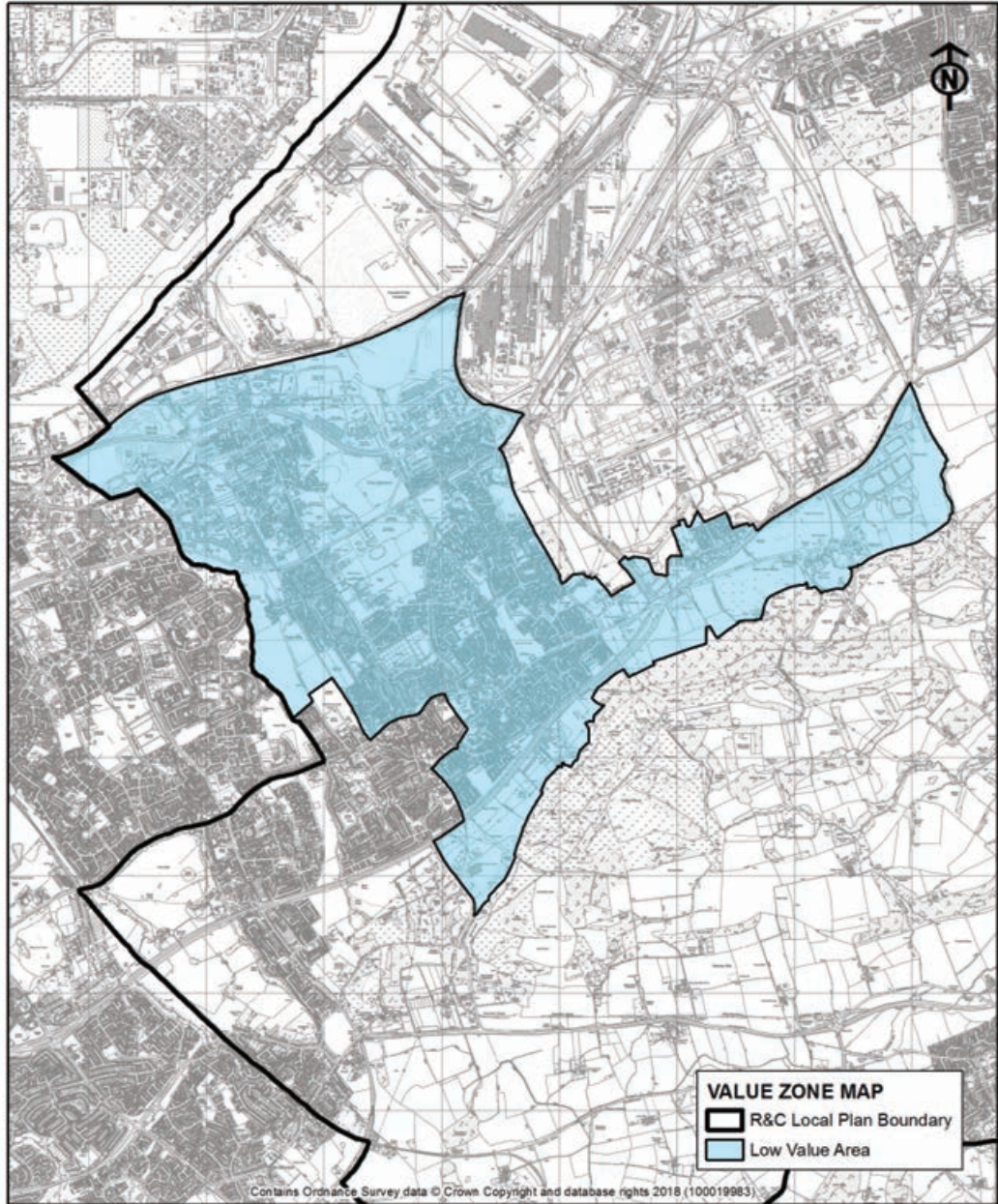
In the above exceptional circumstances, a financial contribution by way of a commuted sum will be expected, which will be used by the Council to meet affordable housing needs within the borough. The commuted sum shall be calculated in accordance with guidance as set out in the Affordable Housing SPD.

Where an applicant considers that the provision of affordable housing in accordance with the requirements of this policy would make the scheme unviable, they must submit a full detailed viability assessment to demonstrate that this is the case and to show the maximum level of affordable housing that could be delivered on the site. The applicant will be expected to deliver the maximum level of affordable housing achievable.

Small scale housing schemes of 10 or fewer dwellings that are located outside, but adjacent to, Development Limits of the Service Villages and Villages, as identified in SD2, will be supported where 100% affordable housing is to be provided and maintained in perpetuity, in order to meet a verifiable and identified local need and where the local need cannot be met on sites within settlements. In exceptional circumstances, and where supported by a detailed viability assessment, a small proportion of market housing may be provided, if it can be demonstrated as necessary in order to deliver the affordable housing.

- 6.177** The NPPF 2012 defines affordable housing as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should also include provision to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
- 6.178** Dwellings that do not meet the NPPF definition of affordable housing will not be considered as affordable housing for planning purposes. Affordable housing must achieve at least the minimum standards set out in the Department for Communities and Local Government's "Technical housing standards – nationally described space standard" (March 2015), or their equivalent if revised standards are used.
- 6.179** The Strategic Housing Market Assessment 2016 (SHMA) identified a need for an additional 20 affordable dwellings per annum within Redcar and Cleveland. However, this figure masks significant imbalances in the existing affordable housing stock, with unmet needs for 140 smaller, general needs units per annum and 40 older persons units per annum. Therefore, a policy of 15% on-site affordable housing has been adopted, which will not stifle overall development but will contribute to meeting identified needs.

- 6.180** An analysis of the expressed preferences of households in housing need shows that existing households in need mainly consider social and/or affordable renting as the required tenure option, but newly-forming households are more equally distributed between the two options. In determining the tenure mix, type and size of affordable housing to be provided, the Council will have regard to the findings of the SHMA. However, there may be other acceptable sources of evidence. Such information may come from local needs surveys carried out by housing providers or market housebuilders or from other studies and strategies, such as updates to the Tees Valley Joint Strategic Needs Assessment.
- 6.181** There may be circumstances, in addition to those specified within Policy H4, where the delivery of affordable housing is more appropriate through contributions to off-site provision rather than on-site and within the proposed housing development. Such circumstances may include, when funding has the potential to support wider Council programmes for affordable housing that could secure more homes with the funds that would be viable from a scheme than might otherwise be achieved. However, in most cases, other than in the exceptions specifically identified in Policy H4, the delivery of adequate on-site affordable provision will be the priority for the Council.
- 6.182** The spatial evidence for additional affordable housing is at a sub-area level of the borough. As such, there is no evidence of specific unmet needs for additional affordable housing in the Service Villages and Villages of the borough. However, if a future local needs survey carried out by a parish council or a registered provider of social housing demonstrates, to the satisfaction of the Council, a need for additional affordable housing in these areas, the policy makes provision for small sites of 10 or fewer affordable dwellings on the edges of villages. It is recognised that the availability of grant funding to help deliver such affordable housing is much reduced. Therefore, in exceptional circumstances, and where supported by a detailed viability assessment, a small proportion of market housing may be provided, if it can be demonstrated as necessary in order to deliver the affordable housing.
- 6.183** Where the Council identifies a sustained failure in the delivery of sufficient affordable housing to meet identified needs, we will seek to identify constraints to delivery and to address any shortfall through appropriate mechanisms, in line with the Implementation Plan and Monitoring Framework (Appendix 1).



Inset Map 03: Low Value Area

Policy H 5

Sub-division and conversion of buildings to residential uses

Within development limits, the sub-division or conversion of buildings to residential uses will be permitted provided that the following criteria are met:

- a. the building is capable of providing the number of units or proposed use to an acceptable standard of accommodation;
- b. the development will not result in an adverse impact upon local character or residential amenity;
- c. the proposed development would not give rise to an over-concentration of similar accommodation or exacerbate a shortage of single family dwellings in the local area; and
- d. the proposal would not give rise to conditions prejudicial to highway safety by reason of additional traffic generation.

6.184 Proposals for subdivision to self-contained flats are likely to respond to the need for smaller units of accommodation, including accommodation for single persons. However, we want to ensure that such development would not give rise to an over-concentration of flats or exacerbate a shortage of single family dwellings in the local area, in order to prevent any adverse impacts upon local amenity or housing supply.

6.185 To aid the implementation of this policy we plan to include further guidance within a Sub-division and Conversion Supplementary Planning Document⁽¹⁰⁾.

6.186 The re-use or conversion of buildings can also provide sustainable development opportunities in the countryside. Proposals for the conversion or re-use of buildings outside of development limits should be in accordance with Policy SD3.

6.187 Not all existing buildings will be suitable for conversion or reuse. The Council does not wish to see buildings that are poorly scaled and designed subdivided or converted into residential use. The Council will ensure the building is capable of providing an acceptable standard of living accommodation for potential future occupiers.

10 The Sub-division and Conversion SPD will be prepared in 2018.

Policy H 6

Houses in Multiple Occupation

Planning permission for a change of use to a house in multiple occupation will be granted provided:

- a. the building is capable of providing the number of units or use proposed to an acceptable standard of accommodation;
- b. the property by reason of its size or location, no longer lends itself to use as a single family dwelling;
- c. the development will not give rise to conditions prejudicial to residential amenity or adversely impact on the character of the locality;
- d. that the development will not give rise to conditions prejudicial to highway safety by reason of additional traffic generation; and
- e. the development will not give rise to an over concentration of properties in multiple occupation in the locality.

6.188 Houses in Multiple Occupation (HMOs) can contribute towards meeting the housing needs of specific groups. Larger properties that are not viable or suitable for family accommodation, and vacant upper floors of properties in towns and other centres, can lend themselves to conversion to such a use.

6.189 However, in some cases, particularly where there are high concentrations of HMOs, this can create problems within the local area. The loss of family housing can create an unbalanced and unsustainable community, with potential loss of community cohesion. Other impacts could include changes to the character and amenity of residential areas and pressure on local parking provision.

6.190 There are certain areas in some of our settlements which contain a high number of larger dwellings, some of which have already been subdivided into several smaller residential units, and where there may be future demand to change to HMOs.

6.191 Under the General Permitted Development Order (GPDO) changes can occur without planning permission between dwelling-houses (Use Class C3) and small houses in multiple occupation (Use Class C4, which covers up to six unrelated individuals sharing basic amenities within a single dwelling). Where a change is proposed to a house in multiple occupation for more than six unrelated individuals, planning permission will be required and policy H6 will apply. It should be noted that the licensing for HMOs is undertaken separately from the planning regime.

6.192 When assessing applications for HMOs consideration will be given to the impact on the amenity of the area, the impact of additional traffic generation and the prior existence of other houses in multiple occupation and the cumulative impact of further proposals within the area. The policy is not intended to prevent the development of HMOs, but to steer them towards suitable locations.

6.193 Where relevant consideration should be given to the Sub-division and Conversion Supplementary Planning Document⁽¹¹⁾.



11 The Sub-division and Conversion SPD will be prepared in 2018

Policy H 7

Gypsy, Traveller and Travelling Showpeople Accommodation

Land to the west of The Haven, South Bank will be allocated as a Gypsy and Traveller site for a minimum of 9 pitches by 2032.

Proposals for other travelling community sites will only be permitted if:

- the demand for pitches is such that they cannot be provided at The Haven; or
- an alternative site is required for operational reasons.

Proposals for travelling community accommodation will only be permitted where all of the following criteria are met:

- a. the site will provide adequate accommodation for the number of pitches proposed and the necessary associated infrastructure;
- b. the site will be adequately screened by existing landscaping or a landscaping scheme incorporated into the development to ensure that there are no adverse visual impacts on the character and appearance of the surrounding area;
- c. the site has a satisfactory vehicular access from the road network;
- d. the site will be located close to existing services, including schools and healthcare facilities;
- e. the site would not be in a high flood risk area;
- f. the site will be located in an area with compatible neighbouring uses, which would not harm the health and well-being of any travellers that occupy the site; and
- g. the development is of a reasonable scale and would not over-dominate the closest settlement.

All proposals will be considered within the context of the locational policy (SD2).

6.194 The Government's Planning Policy for Traveller Sites indicates that the local planning authority should identify the need for travelling community sites and pitches and then allocate sites to meet this identified need.

6.195 As part of updating the evidence base for the upcoming Local Plan, the Council carried out a borough wide independent review of the Gypsy and Traveller Accommodation Assessment (GTAA) in 2015. Based on a net compound growth rate of 2.5%, this study identified a total estimated requirement for an additional 8 pitches up to 2030. In order to ensure this requirement covers the Local Plan period (i.e. up to 2032), this formula was

extended for a further 2 years and identified a need for one further pitch, bringing the total requirement to 9 pitches. This need is expected to arise as a result of new household formation coming from the existing Haven site.

6.196 Based on the evidence provided and as is required by the National Planning Policy Framework (NPPF), the table below shows the provision in 5 year periods to 2030 plus the additional 2 years up to 2032 to cover the Plan period.

| Year | No. of pitches required |
|--------------|--------------------------------|
| 2015-2020 | 2 |
| 2020-2025 | 3 |
| 2025-2030 | 3 |
| 2030-2032 | 1 |
| Total | 9 |

Table 4 Need for Additional Pitches over Plan Period

6.197 Using this evidence as a baseline, the Council will continue to keep up to date with the need for pitches within the borough by monitoring unauthorised encampments and keeping track of the number of pitches available at the designated site at The Haven.

6.198 In order to meet the future accommodation needs up to 2032, the Council had explored potential additional site locations in the borough and has identified an expansion area next to the existing site.

6.199 The Haven, South Bank, currently provides 18 pitches and re-opened in October 2014 after successful improvement works. It is envisaged that an extension to this site will provide for the new household formation coming from the site and will accommodate the identified need for additional pitches over the plan period.

6.200 There are currently no sites for Travelling Showpeople in the borough and the GTAA indicates that there will be no demand for such a site within the plan period.



7 NATURAL ENVIRONMENT

- 7.1** Our natural environment is a highly valued resource and an important part of what makes our borough distinctive. It is home to landscapes, habitats and species of local, national and international importance. It helps support tourism and a high quality of place, while providing opportunities for healthy lifestyles. It is important that we continue to protect and enhance our natural environment.
- 7.2** In addition to protecting our existing designated sites and important landscapes, such as the North Yorkshire and Cleveland Heritage Coast and neighbouring North York Moors National Park, there are significant opportunities to improve and add value to the borough's natural environment to provide economic, social and environmental benefits.
- 7.3** The improvement of green infrastructure and its incorporation into new developments provides opportunities including improved quality of life and place perception, leisure, tourism and recreation opportunities, the integration of new development with its surroundings and encouraging healthier lifestyles. 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. The support and protection of biodiversity and geodiversity, including sites and species which are of international importance, is also recognised as an important priority.



Policy N I

Landscape

We will aim to protect and enhance the borough's landscapes. Development proposals will be considered within the context of the Landscape Character Assessment, the Landscape Character Supplementary Planning Document and the Historic Landscape Characterisation. Developments will not be permitted where they would lead to the loss of features important to the character of the landscape, its quality and distinctiveness, unless the benefits of development clearly outweigh landscape considerations. In such cases appropriate mitigation will be required. Protection will be commensurate to the status of the landscape within the hierarchy.

Nationally Important Landscapes

Particular priority will be given to protecting and enhancing the landscape character and natural beauty of the North Yorkshire and Cleveland Heritage Coast, as illustrated on the Policies Map. This will be achieved by permitting development only where it is:

- a. essential development which for operational reasons cannot be located outside the Heritage Coast; or
- b. small-scale leisure or tourism development consistent with the conservation of the special qualities of the Heritage Coast; or
- c. suitably scaled extensions and alterations to existing buildings.

Any development which is acceptable will be required to be designed and sited so as to cause no harm to the special character of the Heritage Coast, in particular the remote character, natural beauty, wildlife and geological value, heritage assets and marine environment.

High importance will be given to protecting the landscape setting, scenic beauty and special qualities of the North York Moors National Park, by ensuring that new development does not harm these interests.

Locally Important Landscapes

In Sensitive Landscape Areas, including the Historic Landscape of the Eston Hills, as illustrated on the Policies Map, we will prioritise the retention of elements that make up the landscape character, in many cases with little intervention to change this character. To be considered appropriate in these locations development should:

- d. be carefully designed;

- e. retain important elements that make up the landscape; and
- f. screen or integrate any development into the landscape.

In Restoration Landscape Areas, as illustrated on the Policies Map, opportunities should be taken to repair or reinstate the landscape structure as part of development.

Wherever possible, all developments should include measures to enhance, restore or create special features of the landscape. New development at the edge of settlements should create an attractive urban edge. Priority will be given to the creation of habitats to support local biodiversity priorities and the planting of new hedgerows, trees and woodlands.

Consideration should also be given to the opportunities identified by Natural England in the Tees Lowland and the North York Moors and Cleveland Hills National Character Areas.

- 7.4** There are parts of our landscape which are nationally important, including the North Yorkshire and Cleveland Heritage Coast and the North York Moors National Park, which part of the borough lies within, although this area is outside of the Local Plan area. The highest priority will be given to protecting these areas. We will also give weight to protecting locally important landscapes, including the historic landscape of the Eston Hills and other Sensitive Landscape Areas. In other parts of the borough there are areas of poorer quality landscape, which are poorly managed and lack a strong character and identity. Here our focus will be on reinstating and improving landscape character.
- 7.5** We will protect and enhance our important landscapes by preventing the loss of features which contribute to their character, quality and distinctiveness. Understanding the character of a site and its broader setting is fundamental to a successful development. The main factors affecting the landscape character across the borough are: landform (influenced largely by underlying geology); the presence of woodland cover and field patterns with hedgerows; the degree of enclosure (by woodland or landform); the nature and scale of land use (including areas of biodiversity value); and proximity to urban areas and the coast. It is important to consider these aspects which make the borough distinctive and add to local setting when planning developments.
- 7.6** Landscape design is an integral part of the planning and development process. New development can offer opportunities to enhance landscape character and the overall image of an area. High quality design can also improve both the development and its relationship to its surroundings. It is essential to consider landscape issues early in the design process and when preparing design and access statements to support planning applications. Opportunities

should be taken to strengthen and incorporate the main character influences in the local area, including where mitigation is required, for example strengthening hedgerows or areas for biodiversity. Provision of landscape belts and screening may also be appropriate to soften the impact of new development. Any new development at the edge of settlements should create an attractive urban edge when viewing or approaching the development from the countryside.

7.7 The coastline from Saltburn eastward is defined as the North Yorkshire and Cleveland Heritage Coast, an area protected against any development that may harm its special character. The purposes of Heritage Coasts are to:

- conserve, protect and enhance the natural beauty of the coasts, their marine flora and fauna, and their heritage features;
- facilitate and enhance their enjoyment, understanding and appreciation by the public;
- maintain and improve the health of inshore waters affecting Heritage Coasts and their beaches through appropriate environmental measures; and
- take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts.

7.8 Proposals to extend or alter existing buildings within the Heritage Coast will be considered against relevant criteria in Policy SD4 General Development Principles.

7.9 The plan area is also fringed by the North York Moors National Park. Redcar & Cleveland Borough Council have a duty to have regard to the National Park Purposes, as set out in the 1949 National Parks and Countryside Act (as amended by the 1995 Environment Act). The special qualities of the National Park are identified in the North York Moors Management Plan (2012) which sets out the vision, strategic policy and outcomes for the future of the Park. Development within the plan area should ensure that it does not detrimentally impact on the special qualities of this nationally important area, including landscape setting and scenic beauty.

7.10 It is also important that the special qualities and character of the wider landscape is protected and enhanced, particularly the Historic Landscape area of the Eston Hills, as identified on the Policies Map, and the areas of ancient woodland in East Cleveland.

7.11 Under the Landscape Character Assessment, the range of landscapes across the rural parts of the borough are identified, with positive and negative attributes analysed. The Landscape Character SPD builds on the Landscape Character Assessment and provides further detailed guidance which will support the implementation of this policy. The SPD sets out guidance which

should inform the design of development and new landscape features in each area. Specific guidance for renewable energy schemes is available in the Renewable and Low Carbon Study (2015).

7.12 The borough's rural landscapes have been split 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.

7.13 Sensitive landscapes cover parkland, the coast, the wooded beck valleys and areas of upland. The remainder of the rural area, outside of development limits, is classified as restoration landscapes.

7.14 In sensitive landscapes the emphasis will be on retaining the elements that make up the landscape, in many cases with little intervention to change its character, other than taking the opportunity to screen or integrate any development which does take place into its setting. Care in the location and design of any development is of critical importance given the potentially significant impact it can have on our highly valued landscapes.

7.15 In restoration landscapes opportunities should be taken to improve and reinstate landscape character and quality. Work may take place outside the immediate development site by agreement between the developer and the landowner in question and be targeted towards repair or reinstatement of the landscape structure, for example the restoration of hedgerows.

7.16 Remnants of past land uses still exist within our landscape. By understanding how landscapes have evolved we can help to manage change and conserve landscape features that give places their unique character and identity. Consideration should be given to the North Yorkshire, York and Lower Tees Valley Historic Landscape Characterisation study (2010) which identifies and describes historic components of the contemporary rural and urban landscape.

7.17 The borough is also divided into two National Character Areas, as identified by Natural England. The North York Moors and Cleveland Hills in the south and east of the borough and the Tees Lowland to the north and west. Therefore, in the design of schemes, consideration should also be given to the opportunities identified by Natural England in the Tees Lowland and North York Moors and Cleveland Hills National Character Areas.

Policy N 2

Green Infrastructure

We will aim to protect and enhance the green infrastructure network. Opportunities to incorporate green infrastructure into developments should be sought, in accordance with the Tees Valley Green Infrastructure Strategy. Green infrastructure should be fundamental to the planning of major new development and re-development schemes, and should help to integrate development with surrounding townscape and landscape, and with adjoining communities.

Green infrastructure should be designed to high standards of quality and sustainability and aim to be multi-functional, link to the wider green infrastructure network, improve visual amenity, enhance community activity, support the provision of priority natural habitats and species, and seek opportunities to improve the water environment.

We will protect and support the enhancement, creation and management of our green infrastructure network, to improve its quality, value, multi-functionality and accessibility, particularly in the following locations:

- a. strategic green infrastructure corridors within the borough and linking to neighbouring areas, in accordance with the Tees Valley Green Infrastructure Strategy;
- b. strategic gaps, as defined on the Policies Map, between:
 - i. Marske and New Marske; and
 - ii. Marske and Saltburn;

Strategic gaps are areas identified to maintain the separate identity and character of individual settlements and to prevent their coalescence. Development within strategic gaps will only be allowed where:

- i. it would not adversely affect the separate identity and character of settlements or their surrounding landscape;
 - ii. it would not result in visual or physical coalescence of the settlements; and
 - iii. proposals are in accordance with Policy SD3.
- c. green wedges, as defined on the Policies Map, within the urban and coastal areas:

- i. the open area between Marske and Redcar;
- ii. the open area between Wilton Works and Redcar, extending North to the coast;
- iii. west of A1053, Greystones Road, between Grangetown and Wilton;
- iv. the Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby; and
- v. the Hambleton Hill area between Nunthorpe and Ormesby.

Green wedges are open areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; and are valuable for local amenity, recreation and wildlife. Development within green wedges will only be allowed where:

- i. it would not result in physical or visual coalescence of built-up areas;
 - ii. it would not adversely impact on local character or the separate identity of communities;
 - iii. it would not adversely impact on recreational opportunities;
 - iv. it would not adversely impact on biodiversity; and
 - v. proposals are in accordance with Policy SD3.
- d. open spaces in accordance with Policy N3;
 - e. heritage assets or green infrastructure which contributes to their setting;
 - f. strategic landscape areas, particularly along key transport corridors, between residential and employment areas and on the edge of settlements;
 - g. public rights of way, and other walking and cycling routes; and
 - h. beck valleys and other watercourses.

Where appropriate, and economically viable, the Council will seek developer contributions towards the provision and maintenance of green infrastructure. Where there is a loss of green infrastructure resource a principle of 'net gain' should apply where possible.

Proposals affecting open space provision will also be assessed against Policy N3, and heritage assets against Policy HE2.

7.18 Green infrastructure is a strategically planned and delivered network of high quality green spaces and other environmental features. Green infrastructure includes parks, open spaces, playing fields, woodlands, trees, allotments, ponds, public rights of way, private gardens, waterways, and wetlands. It

should be designed and managed as a multi-functional resource capable of delivering a wide range of economic, environmental and quality of life benefits for local communities.

- 7.19** Well-designed green infrastructure provides a number of benefits including improved quality of life for residents, promoting healthier lifestyles, strengthening local economies, improving perceptions of place, increasing investment and land values, encouraging tourism and recreation based leisure, being culturally important, and providing a focal point and sense of place to communities. It can also provide an ecosystem service and help to mitigate and adapt to climate change through creating cooler micro-climates, improving carbon storage and helping to manage flood risk. Green infrastructure is vitally important in providing habitat corridors and a more permeable landscape, helping wildlife to adapt to changing climates. Green infrastructure can also be a heritage asset, such as historic parks and gardens, or can provide an important setting to heritage assets. Community involvement should be encouraged from the onset in the design, implementation and management of green infrastructure.
- 7.20** 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 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. Opportunities to improve the water environment through deculverting should also be sought.
- 7.21** The vision of the Tees Valley Green Infrastructure Strategy is by 2021 to develop a network of green corridors and green spaces in the Tees Valley that:
- enhances the quality of place and environment for existing and future communities and potential investors;
 - provides an enhanced environmental setting and context for new development, regeneration projects, and housing market renewal initiatives and produces schemes of high quality design;
 - creates and extends opportunities for access, recreation and enhancement of biodiversity; and
 - provides a buffer against the effects of climate change.
- 7.22** The strategy identifies important parts of our existing green infrastructure as well as highlighting issues and opportunities. It identifies a number of strategic green infrastructure corridors, including along the coast and the

River Tees, which link our borough with neighbouring authorities. The Rights of Way Improvement Plan is also relevant, as walking and cycling movement routes are an important part of green infrastructure.

- 7.23** In accordance with the Tees Valley Green Infrastructure Strategy, where there is a loss of green infrastructure resource the principle of net gain should normally apply. That is, the positive impacts of the development on green infrastructure, for example through improvements to the functions of green infrastructure or quality of provision, should outweigh any loss. Further guidance will be included in the future Redcar & Cleveland Green Infrastructure Strategy and Implementation Plan.
- 7.24** Strategic gap and green wedge designations were reviewed in the preparation of the Local Plan. The review concluded that strategic gaps and green wedges continue to perform an important role and that they should remain protected. The extent of the designations was also considered with strategic gaps defined and some minor amendments to green wedge boundaries. To help maintain their separate identities, and ensure that the separate settlements do not coalesce with the main built-up area, strategic gaps between Marske and New Marske; and Marske and Saltburn will be protected. Green wedges are open areas within the main built-up area which provide buffers between different uses and delineate distinct communities. These areas are valuable for local amenity, recreation and wildlife and will continue to be protected.
- 7.25** Strategic landscape areas, such as significant landscape belts, will also be important in defining settlements and to provide a buffer between housing and employment, particularly in the Greater Eston and South Tees area, and along major transport routes.
- 7.26** The Redcar and Cleveland Open Space Assessment identifies open spaces within the settlements which should be protected and, in some cases, improved in order to better serve the community. Policy N3 identifies further policy considerations where development affects open spaces.
- 7.27** Redcar & Cleveland Borough Council is actively involved in a collaborative process, with industry and other regulatory bodies, to prepare a 'Tees Estuary strategic framework' for development and habitat conservation in the area around the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site. The framework will establish a collective vision for on-going management of interests in the area and will help to identify conservation opportunities in the estuary.

Policy N 3

Open Space and Recreation

Redevelopment of primary or secondary open space, as shown on the Policies Map, and any other amenity open space or sport and recreational land and buildings, including playing fields, will only be allowed where:

- a. there is a proven excess of such provision and the proposed loss will not result in a current or likely shortfall in the plan period; or
- b. recreational facilities within the site will be enhanced by the proposed development; or
- c. the community would gain greater or equivalent benefit from the provision of alternative open space, sport or recreational facilities within the local area; and
- d. in all cases, the loss would not harm the character and appearance of the surrounding area.

Where economically viable, new open space, sport and recreational facilities, including playing fields, required to serve and support residential development should be provided on-site having regard to the Developer Contributions SPD. Contributions for off-site provision will be sought where:

- e. the size of the development means that the limited provision required would be too small to create spaces and facilities of a useful size; or
- f. the development would be better served by improvements to existing provision; or
- g. the size of the site means that it is unable to accommodate the type of provision required; or
- h. there is sufficient provision to meet both current needs and those expected to arise from the new development in terms of access and quantity.

In such circumstances the Council will seek an appropriate financial contribution equivalent to the development costs of on-site provision.

Where minimum quantity and accessibility standards are shown to be met through existing provision contributions will support improvements or enhancements to existing spaces.

An appropriate financial contribution, where economically viable, may be required to fund the on-going maintenance of any open spaces provided or improved as part of development over a suitable time period.

7.28 Open spaces provided as part of residential development can help to create high quality design and can contribute to the distinctiveness, character and amenity of an area. The provision of open space, sport and recreation facilities also helps to support healthy lifestyles and improve quality of life, and can be used as part of development to help reduce flood risk and create cooler micro-climates.

7.29 This policy covers the following types of open spaces:

- urban parks;
- amenity areas;
- equipped children's play areas;
- provision for older children and teenagers;
- 'kick-about' areas;
- sports pitches;
- natural and semi-natural spaces;
- cemeteries and churchyards;
- allotments; and
- green corridors.

7.30 Primary open spaces, are derived from the Redcar and Cleveland Open Space Assessment (2016). These are spaces, which are a minimum of 0.1ha (unless equipped play areas), are publically accessible and free to access. Secondary open spaces are an equally important part of the borough's open space system and are private open spaces which are in recreational use, but are not freely open to members of the public, such as private sports clubs which require membership. Both primary and secondary open spaces are illustrated on the Policies Map and will be protected as per Policy N3. There may also be other, smaller amenity open spaces which contribute positively to the character of local communities. In such circumstances proposals will also need to ensure that development does not harm the character and appearance of the surrounding area.

7.31 Guidance on the quantity, quality and accessibility of the different types of open space, sport and recreational facilities will be set out in the Developer Contributions SPD, which will support the implementation of this policy. These standards will be drawn from the updated evidence base including the Playing Pitch Strategy (2015), the Open Space Assessment (2016) and the Leisure Provision Strategy (2011).

7.32 In assessing provision, reference should be made to the latest studies. Where accessibility and quantity standards would not be met, additional space will need to be incorporated as part of the proposals to address any deficiencies. Where it is not practical or possible to meet all needs on site, or it is more beneficial to the local community, consideration will also be given to equivalent financial contributions towards enhancing the quality or range of

facilities on existing spaces nearby. Where quantity and accessibility standards are shown to be met through existing provision equivalent off-site contributions will be sought in accordance with the Developer Contributions SPD, to support improvements or enhancements to existing spaces to support their increased use as a result of new development.

7.33 Assessments accompanying developments on the site of existing open space, sports and recreational buildings and land should ensure that development will not result in a current or likely shortfall over the plan period. However, the proposed standards would not preclude the closure of existing facilities where alternative provision would be provided of an acceptable quality and in an appropriate location.

7.34 Proposals affecting heritage assets, including historic parks and gardens, should be assessed against Policy HE2 Heritage Assets.



Policy N 4

Biodiversity and Geological Conservation

We will protect and enhance the borough's biodiversity and geological resources. Support will be given to high quality schemes that enhance nature conservation and management, preserve the character of the natural environment and maximise opportunities for biodiversity and geological conservation, particularly in or adjacent to, Biodiversity Opportunity Areas in the wider Tees Corridor, Teesmouth, East Cleveland and Middlesbrough Beck Valleys areas. We will protect and preserve local, national and international priority species and habitats and promote their restoration, re-creation and recovery.

Biodiversity and geodiversity should be considered at an early stage in the development process, with appropriate protection and enhancement measures incorporated into the design of development proposals, recognising wider ecosystem services and providing net gains wherever possible. Detrimental impacts of development on biodiversity and geodiversity, whether individual or cumulative, should be avoided. Where this is not possible mitigation, or lastly compensation, must be provided as appropriate. Proposals will be considered in accordance with the status of biodiversity and geodiversity sites within the hierarchy.

Internationally important sites

Priority will be given to protecting our internationally important sites, including the Teesmouth and Cleveland Coast Special Protection Area/Ramsar and European Marine Site, and the North York Moors Special Protection Area and Special Area of Conservation. Development that is not directly related to the management of the site, but which is likely to have a significant effect on any internationally designated site, irrespective of its location and when considered both alone and in combination with other plans and projects, will be subject to an Appropriate Assessment.

Development requiring Appropriate Assessment will only be allowed where:

- a. it can be determined through Appropriate Assessment at the design stage that, taking into account mitigation, the proposal would not result in adverse effects on the site's integrity, either alone or in combination with other plans or projects.

Within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, as illustrated on the Policies Map, proposals that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to

contribute towards strategic mitigation measures identified in the Recreation Management Plan. This is to ensure that adverse effects on the site's integrity can be avoided. Any alternative suitable mitigation would need to be proven effective and agreed with the Council, in consultation with relevant statutory consultees or

- b. as a last resort, Appropriate Assessment proves that there are no alternatives and that the development is of overriding public interest and appropriate compensatory measures are provided.

Nationally important 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. Where an adverse effect on the site's notified interest features is likely, an exception will only be made where:

- c. the benefits of the development, at this site, clearly outweigh both any adverse impact on the features of the site that makes it of special scientific interest, and any broader impacts on the network of SSSIs;
- d. no reasonable alternatives are available; and
- e. mitigation, or where necessary compensation, is provided for the impact.

Locally important sites

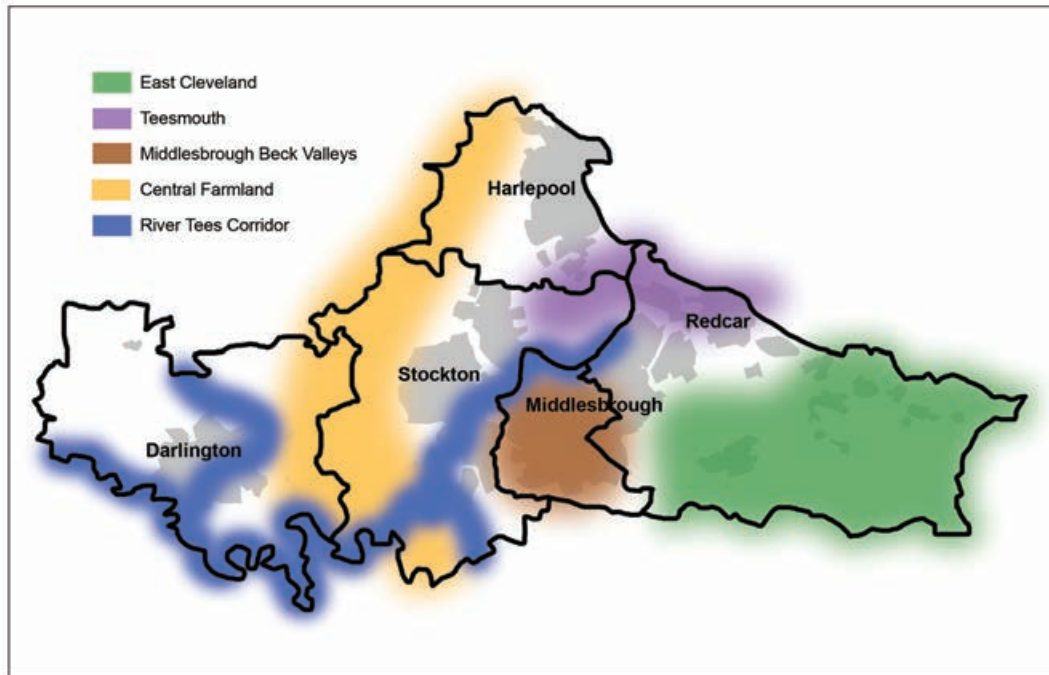
Development that is likely to have an adverse impact on Local Sites (Local Wildlife Sites and Local Geological Sites) or Local Nature Reserves will only be approved where:

- f. the benefits clearly outweigh any adverse impact on the site;
- g. no reasonable alternatives are available; and
- h. mitigation, or where necessary compensation, is provided for the impact.

Wildlife corridors and other habitat networks will be protected and enhanced, particularly hedgerows, watercourses and linking habitat features. Opportunities to deculvert watercourses will be encouraged.

We will continue to protect our ancient woodland and ancient and veteran trees, including our tree-lined becks. Development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and aged or veteran trees, will only be allowed in very exceptional circumstances where the need for, and benefits of, the development in that location clearly outweigh the loss and the development cannot be located elsewhere.

- 7.35** The natural environment of Redcar and Cleveland includes a wide variety of biodiversity and geodiversity assets including sites and species of international, national and local importance. The natural environment also provides a number of important 'ecosystem services' which include the production of renewable resources such as food, wood and water, regulating services which mitigate environmental change such as climate regulation and flood management, and cultural benefits such as attractive landscapes, cultural heritage and outdoor recreation.
- 7.36** It is important to consider biodiversity and geodiversity at the design stage, including where development is on brownfield land. Areas of biodiversity on brownfield land should be retained and enhanced alongside any remediation of contamination, where possible. Development which impacts detrimentally on biodiversity and geodiversity should be avoided, and will only be allowed in accordance with the above policy. It should also be ensured that development does not impact upon species protected by legislation.
- 7.37** Wherever possible developments should provide 'net gains' in the value of biodiversity. 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. Where, as a last resort, compensation is provided this should be local to the area of loss.
- 7.38** The Tees Valley Nature Partnership have identified five broad landscape types within the Tees Valley, four of which are present in Redcar and Cleveland, as illustrated on Inset Map 04. Biodiversity Opportunity Areas (BOAs) comprise the key areas for potential biodiversity enhancement within these larger areas where targeted maintenance, restoration, creation, mitigation and offsetting measures should be adopted to enhance biodiversity, and in turn help to deliver a wide range of ecosystem services. Collectively the BOAs form a strategic network, representing a significant environmental asset for the Tees Valley.



Inset Map 04: Tees Valley Broad Landscape Types

7.39 TVNP priorities are to:

1. Protect and enhance the geodiversity and biodiversity of the Tees Valley ensuring the conservation, restoration and creation of key landscapes and habitats, including mitigating and adapting to the impacts of climate change.
2. Work at a landscape scale to restore and deliver robust ecological networks that demonstrate a wide range of environmental, social and economic outcomes.

7.40 The preservation, restoration, re-creation and recovery of local and national priority species and habitats will be promoted, including the creation or improvement of habitats to meet the objectives of the TVNP.

International/European Sites

7.41 The EU Habitats Directive and Birds Directive form the basis for the 'Natura 2000' network of conservation sites. In this country, these sites are designated as Special Protection Areas (SPA), or Special Areas of Conservation (SAC), and are given statutory protection. Within the borough the Teesmouth and Cleveland Coast SPA, which is also a 'Ramsar' site, and the North York Moors SPA, which is also an SAC, have international protection. Marine areas of the Teesmouth and Cleveland Coast SPA form the Teesmouth and Cleveland Coast European Marine Site (EMS).

- 7.42** The Teesmouth and Cleveland Coast Special Protection Area (the SPA) is a complex of discrete coastal and wetland habitats centred on the Tees estuary. The SPA is currently classified for its breeding Little Tern, passage Sandwich Tern and Redshank, wintering Red Knot and an assemblage of over 20,000 wintering waterbirds. The Appropriate Assessment of the Local Plan found that residential, tourism and recreational development could have a likely significant effect on the Teesmouth and Cleveland Coast Special Protection Area through increased recreational disturbance which could impact on the integrity of the site.
- 7.43** All residential developments, which would result in the net addition of one or more units, within 6 km of the Teesmouth and Cleveland Coast SPA and Ramsar site are considered likely to have a significant effect on the integrity of the site, through increased recreational use of the coastline. Such developments will therefore be expected to contribute towards strategic mitigation measures identified within the Recreation Management Plan, unless suitable bespoke mitigation measures are agreed with the Council. It will be the responsibility of the applicant promoting the alternative mitigation to demonstrate that it is appropriate and will avoid the risk of harm that the Recreation Management Plan is intended to achieve. This is to ensure that mitigation can be provided in a strategic manner and that adverse effects on the site's integrity can be avoided. Leisure and tourism developments, which have the potential to increase recreation use of the SPA, will also be expected to contribute towards these measures, or other suitable mitigation. Further guidance on contributions will be set out in supplementary guidance which will aid implementation of the Recreation Management Plan.
- 7.44** Where proposals for residential, leisure and tourism development are within the 6km threshold, or for any other proposal which is likely to have a significant effect on any internationally designated site, developers are advised to contact the Council for advice prior to submission of a planning application. In some circumstances the Council may require further information, such as bird data or any other information deemed necessary, to assess likely significant effects on internationally protected sites.
- 7.45** In summer 2015, Natural England consulted on a possible extension to the Teesmouth and Cleveland Coast SPA. This proposal included protecting breeding common tern and avocet as new qualifying features within the extended SPA; extending the boundary of the SPA into the marine environment to protect foraging areas for little tern and common tern; and including additional terrestrial areas within the SPA to protect breeding colonies of common tern and avocet and non-breeding waterbirds. Following from the consultation the Council are working with partners, including industry and other regulatory authorities, to agree a collective vision for ongoing management of the interests of wildlife and industry in the Tees estuary as part of a 'Tees Estuary strategic framework'. Any proposals within, or impacting on, the SPA should be informed by the framework.

- 7.46** Appropriate Assessment is required when a plan or project affecting a Natura 2000 site is not connected with management of the site for nature conservation and is likely to have a significant effect on the site, either alone or in combination with other plans or projects.
- 7.47** 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 imperative reasons of public interest (IROPI) test, as it can be located elsewhere.

National Sites

- 7.48** Sites of Special Scientific Interest (SSSIs) are of national importance as the country's most valued wildlife sites and are given statutory protection under the Wildlife and Countryside Act 1981. Most SSSIs have been designated for their botanical value, with a small number designated because of their geological value.
- 7.49** The SSSIs in the borough (outside of the National Park) are the rocks and sands between Redcar and the Tees Estuary (also included in the SPA), and the sites of Lovell Hill Pools, Saltburn Gill, Boulby Quarry, Langbaugh Ridge and part of Pinkney and Gerrick Woods.
- 7.50** We will continue to attach significant importance to protecting, and where possible enhancing, these sites.

Local Wildlife and Geological Sites

- 7.51** Local Sites can be Local Wildlife Sites or Local Geological Sites. 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.
- 7.52** 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 Nature 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 Nature Partnership on the selection and management of Local Geological Sites.
- 7.53** The Local Plan will continue to protect these sites and encourage and support opportunities to enhance them, including working with the Tees Valley Nature Partnership. The selection and designation of sites is an on-going process and additional sites may be selected or de-selected throughout the Plan period. Designated Local Sites will be kept up to date on the on-line Policies Map.

Local Nature Reserves

- 7.54** Local Nature Reserves are statutory sites declared by the Council, and ratified by Natural England, to promote education and access to nature. We will continue to protect and support the enhancement of these locally important sites.

Wildlife Corridors and Connectivity

- 7.55** Wildlife corridors are an important part of the network of nature conservation sites, and are important for linking sites and allowing species migration, particularly in response to climate change. However, development can create a physical barrier to species migration.
- 7.56** Proposals should ensure that existing networks of green and blue infrastructure and wildlife corridors are protected, and wherever possible enhanced, particularly to minimise the potential fragmentation of wildlife habitats. Movement corridors and spaces for wildlife should be protected and new spaces integrated into the existing network of wildlife corridors and green and blue infrastructure.
- 7.57** 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.

Hedgerows and Woodlands

- 7.58** Both hedgerows and woodlands are very significant elements in the landscape of the borough and have a dominant influence on landscape character.
- 7.59** Hedgerows are identified in the UK Biodiversity Action Plan as the most significant wildlife habitat over wide stretches of lowland UK and are a priority habitat as they tend to support the greatest diversity of plants and animals.
- 7.60** Trees, as individuals or grouped as copses or woodland, are also an integral part of the landscape. Trees add aesthetic value, improving the appearance of our environment, giving variety of scale, form, colour and shape and provide a rich habitat for local wildlife. Trees have been proven to have a positive impact on health, aiding recovery and reducing everyday stress. They also provide shade and shelter, and soften the impact of winds.
- 7.61** In the borough, the Tees Forest has contributed to the creation of new woodlands, and important established woodlands are found principally over higher land and in the steep sided valleys of East Cleveland, where many are classified as ancient woodland. Several woods are designated as Local Wildlife Sites.

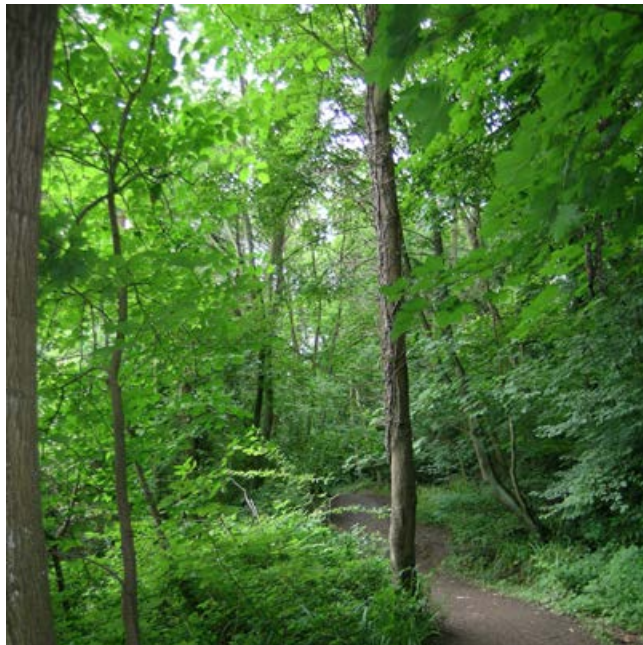
7.62 The Council has adopted Our Trees and Woodland Strategy 2013 -18. The Strategy is important in providing the borough with a proactive approach to sustainable tree management, including management aims, and provides further guidance on trees and development.

7.63 Trees can be particularly important for screening development and integrating it into the landscape. When planting new trees, preference should be given to native species.

Watercourses

7.64 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.

7.65 There are several culverted watercourses in the borough. Opportunities to deculvert watercourses should be taken as part of development or redevelopment. All deculverting should be undertaken at the start of any development to allow time for the 'new' watercourse to vegetate and establish before the development is complete. Any deculverting would help towards improving the status of the waterbodies in the borough as part of the Water Framework Directive.



8 HISTORIC ENVIRONMENT

- 8.1** The historic environment 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, landscaped and planted or managed flora. It includes archaeological sites, historic landscapes, ruins, 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.
- 8.2** The historic environment is not just about the past, it is also about the present and the future. It can contribute to our quality of life by giving people a sense of place and identity. Redcar and Cleveland's historic environment gives it a unique competitive advantage, attracts people to live and stay; businesses to invest; and tourists to visit - it plays a significant role in driving our growth. We recognise the contribution our historic natural and built environment can make to meeting our local economic growth ambitions and, therefore, recognise the importance of its successful management.
- 8.3** The borough contains some of the finest heritage assets: Gisborough Priory; the Heritage Coast; the iron age hill fort at Eston Nab; remains of the area's mining history within the surrounding countryside; the planned Victorian resort town of Saltburn and its historic Valley Gardens, South Gare with its evidence of maritime heritage and wartime defences; Redcar beach and seafront with the petrified forest beneath and the Zetland Lifeboat Museum and Redcar Heritage Centre; Saxon Archaeology near Loftus, Kirkleatham village and historic country houses such as Ormesby Hall and its surrounding parkland. These sites (and others) are of value locally, nationally and internationally, and have significant benefits to the borough's economy through tourism and the heritage they portray. Their maintenance, enhancement and management are critically important. This cannot be done single-handedly; they should be approached strategically, holistically and delivered jointly. Therefore, we must take a collaborative approach working with heritage owners and partners, including national agencies, to succeed.
- 8.4** 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 possible 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.

- 8.5** Conservation Area Management Plans will be produced for all of our conservation areas, in order to outline opportunities for enhancement and improved preservation. The Conservation Area Management Plans 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.
- 8.6** We will seek opportunities to improve the historic environment, heritage assets and their settings, including the use of Section 106 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.



Policy HE I

Conservation Areas

Character of Conservation Areas

Development within or otherwise affecting the setting of a conservation area will only be permitted where it preserves or enhances the character or appearance of the conservation area. Development must:

- a. respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;
- b. respect existing hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them; and
- c. respect historic plot boundaries and layouts.

Open Spaces

Built development will not be permitted on public and private open spaces within or adjacent to conservation areas where those spaces are of special historic significance, are important to the landscape or townscape qualities of the conservation area or provide views or vistas into, from or within the conservation area.

Demolition

Development involving the demolition of buildings or structures in a conservation area will only be permitted if:

- 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; and
- f. the removal is necessary to deliver a public benefit which outweighs its removal.

In the exceptional cases where any demolition is approved, the Council will require that detailed proposals for the satisfactory re-development and/or after-treatment of the site are agreed, including a schedule of works, before demolition takes place.

Planning Applications

Development proposals that require planning permission within conservation areas should normally be subject to a full planning application. Outline applications within conservation areas will only be acceptable where the proposal does not involve the demolition or alteration of existing buildings.

In all cases sufficient detail must be submitted to allow a proper assessment of the proposal on any heritage assets affected.

- 8.7** The historic environment is the context within which new development happens. An early understanding of the character and value of the historic environment prevents conflict and maximises the contribution historic assets can make to future economic growth and community well-being.
- 8.8** Conservation-led regeneration encourages private sector investment both by retaining businesses in an area and by providing an incentive to relocate to it. Understanding how places change, what makes them distinctive and the significance of their history is the key to regeneration. The historic environment is part of successful regeneration because it contributes to:
- **Investment:** historic places attract companies to locate, people to live, businesses to invest and tourists to visit. Market values in historic areas are generally higher than elsewhere;
 - **Sense of place:** people enjoy living in historic places, creating greater community cohesion;
 - **Sustainability:** re-use of historic buildings minimises the exploitation of resources; and
 - **Quality of life:** the historic environment contributes to quality of life and enriches people's understanding of the diversity and changing nature of their community.
- 8.9** Acting at the interface of the statutory planning process, conservation and heritage management can help to support and ensure that local plans and strategies properly capture the contribution that the local historic environment can make to the success of an area. Heritage can have a profound effect on how people view the place in which they work and live. It can:
- act as a cornerstone for regeneration projects;
 - underpin local employment and attract investment;
 - provide distinctive and vibrant retail environments;
 - create greater community cohesion and social inclusion; and
 - offer a local educational resource.
- 8.10** In short, a well-cared for and managed historic environment improves everybody's quality of life.

- 8.11** Conservation areas represent some of the borough's most significant areas of architectural and historic interest. Development in conservation areas is frequently possible but because of their special importance, any change will be carefully controlled and appropriate layout, design, materials and detailing will be necessary. It will be important to assess the impact of the design and layout of new development on the conservation area so the Council will require developers to submit full design details for applications for development proposed in conservation areas. 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.
- 8.12** Part of the character of many of the conservation areas derives not only from the built fabric but from their open spaces and special relationships. Spaces which individually or collectively provide for attractive vistas, or settings to buildings or features, or have a particular historic or landscape importance, will be protected.
- 8.13** The demolition of buildings will be carefully controlled in order to protect and enhance their special character of conservation areas. The Council will require approved plans for the redevelopment of the site to be in place before demolition is carried out.



Policy HE 2

Heritage Assets

Alteration, Extension or Change of Use of a Designated Heritage Asset

Development involving the alteration, extension or change of use of a designated heritage asset or construction of any structure within its curtilage will only be permitted if the proposal:

- a. preserves or enhances its significance as a heritage asset;
- b. protects existing historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfaces;
- c. retains historic plot boundaries and layouts; and
- d. ensures the sensitive and viable use of the building.

Setting of a Designated Heritage Asset

Any development affecting the setting of a designated heritage asset will only be permitted if the proposal:

- e. preserves or enhances its significance as a designated heritage asset;
- f. protects its immediate setting including the space(s) around the building and the historically significant hard and soft landscaping, including trees, hedges, walls, fences and surfacing; and
- g. retains historic plot boundaries and layouts.

Substantial harm or total loss of a Designated Heritage Asset

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 that cannot be met in any other way, or all of the following apply:

- 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 outweighed by the benefit of bringing the site back into use.

Other harm to a Designated Heritage Asset

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.

Non-designated Heritage Assets

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.

In determining applications that would result in substantial harm to, 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.

- 8.14** 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. 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.
- 8.15** The Council wishes to encourage the continued upkeep and active use of designated heritage assets with a general presumption in favour of their 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 conserved and where possible contributed to. Development proposals should show consideration that protected species may be using the building and any proposal will need to comply with the relevant legislation. The Council will have special regard to the desirability of conserving any designated heritage asset or its setting, or any features of architectural or historical interest which it possesses, which contribute to its significance.

- 8.16** With regard to demolition, the building must be shown to be beyond reasonable economic repair and any application should demonstrate that the tests to find alternative uses have been met, including charitable uses, in line with the NPPF.
- 8.17** There are also a number of non-designated heritage assets within the borough, which although not designated, do positively contribute to the historic environment. Any proposals which would affect non-designated heritage assets should be assessed by carefully weighing the loss or harm caused to the heritage asset against its significance.



Policy HE 3

Archaeological Sites and Monuments

Development that would adversely affect archaeological sites or monuments that are designated heritage assets, or their settings, or archaeological sites 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.

Development that may affect a known or possible archaeological site, whether designated or non-designated, will require the results of a desk-based assessment to be submitted as part of the planning application. An archaeological evaluation may also be required to identify the most appropriate course of action.

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; or
- b. where in situ preservation is not required, 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.

- 8.18** The Council will ensure important archaeological sites, whether scheduled or not, are protected from inappropriate development. Through the Historic Environment Record (HER) the Council 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 3000 entries within Redcar and Cleveland. Applicants are advised to check with the Council whether their site may contain archaeological remains.
- 8.19** Archaeological remains are a finite and non-renewable resource which can be readily damaged or destroyed by development. Where development is likely to affect sites of known or possible archaeological interest, an archaeological evaluation will be required, the scope of which will be agreed with the Council. This will help to establish the significance of any archaeological remains prior to determination of any planning application.

- 8.20** 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.
- 8.21** Where a development affecting an archaeological site is permitted, the Council will seek to preserve the remains either 'in situ' or by record. The former may be achieved through the design of the development while the latter may be achieved by the developer making appropriate and satisfactory provision for the excavation, recording and reporting of the remains. An archaeological evaluation may be required to identify the most appropriate course of action.



9 TRANSPORT AND ACCESSIBILITY

- 9.1 The diverse nature of the borough is a particular challenge for transport delivery. The northern part of the borough is predominantly urban and industrial and is located on the fringes of the Tees Estuary. It includes South Bank, Grangetown, Eston and Redcar and the major industrial sites. The environment is mainly urban and transport issues relate to the movement of people between residential, industrial and retail centres. The links to Middlesbrough, as the sub-regional centre, are important for accessibility to jobs and services.
- 9.2 The central, eastern and southern areas of the borough, which extend from Guisborough through to Skelton and Loftus, are largely rural in nature, with towns and villages that now act as dormitory towns for the Tees Valley conurbation. The transport needs in this area are very different, as facilities are more dispersed and employment opportunities are more distant.
- 9.3 Improving connectivity to improve the means of accessibility throughout the borough and beyond, to connect residents to jobs, visitors to the attractions of the borough and to locate development where it will provide the opportunity to minimise the need to travel, is a key priority for the Council. This priority lies at the heart of all our relevant plans and strategies: Our Plan (The Corporate Plan), the Regeneration Masterplan, Local Transport Plan and this Local Plan. This is also reflected in the sub-regional Tees Valley Statement of Transport Ambition and the Tees Valley Strategic Economic Plan.
- 9.4 A key Government objective for planning is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is particularly important for people who do not have access to a car (28.4% of households in the borough), for a dispersed population and for a borough with an ageing population. It is important that we actively manage the pattern of urban growth and the location of major travel-generating development to make best use of public transport.
- 9.5 The interface between transport and planning is of great importance. The location of housing, employment, education, health, retail and leisure facilities can have a significant impact on patterns of travel and accessibility, particularly for those without a car. The Redcar & Cleveland Local Transport Plan 2011 – 2021 (LTP3) prepared by the Council sets out strategies to address a number of regeneration and transport priorities. These are:
- to promote the reduction of transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
 - to support **economic competitiveness and growth**, by delivering reliable and efficient transport networks;

- to promote greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society;
- to contribute to **better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health; and
- to improve **quality of life** for transport users and non-transport users, and promote a **healthy natural environment**.

9.6 The detailed transport strategies in the LTP3 will support the proposals set out in the Local Plan.

Our Objectives

9.7 The key objectives for the transport strategy component of the Local Plan are to:

- improve access to markets and contribute to the competitiveness of businesses within the borough where these would relieve traffic congestion and promote improved public transport services;
- support the development of a dynamic labour market for businesses within the borough;
- improve access to employment, learning, health facilities and services for all sections of society;
- improve sustainable access to Redcar and Cleveland for inbound tourism;
- improve access and connectivity to and from Teesport and the surrounding South Tees area;
- minimise the impact of the movement of people and goods on the environment and climate change;
- promote and increase the proportion of journeys made by public transport, cycling and walking including through demand management measures within both rural and urban areas, and between urban areas and the countryside and coast;
- locate new development in accessible locations to help reduce the need to travel and to ensure new development can be served, or is capable of being served by public transport;
- ensure safe transport networks and infrastructure is provided through making best use of resources to improve public transport facilities within the borough, particularly within East Cleveland; and
- ensure the design of and improvements to streetscapes add to the quality of life and the environment.

Policy TA I

Transport and New Development

The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents' health and wellbeing.

Accessibility will be improved and transport choice widened, by ensuring that all new development is served by sustainable transport modes including public transport, footways and cycle routes. Applicants will need to demonstrate that existing or proposed public transport services can accommodate development proposals, or, where appropriate, demonstrate how public transport improvements will be delivered. Connections will be integrated into existing networks with opportunities to improve connectivity identified. In order to support the Redcar and Cleveland Local Transport Plan (and any relevant successor strategies), proposals will be supported that:

- a. improve transport choice and encourage travel to work and school by public transport, cycling and walking;
- b. minimise the distance people need to travel;
- c. where appropriate, contribute positively to wider demand management measures to address congestion, environmental and safety issues; and
- d. have regard to the number of cycle and car parking spaces as set out within the Tees Valley Design Guide and Specification for Residential and Industrial Estates.

Future transport provision should take into account traffic forecasts. This should reflect existing demand and take account of other developments as well as trip reductions predicted as a result of the implementation of demand management measures identified in the LTP.

The Council will support the preparation and implementation of travel plans, travel assessments and other mechanisms to encourage the use of sustainable transport modes.

- 9.8** The borough, and indeed the Tees Valley, has a comparatively un-congested road network, although there are particular congestion hotspots, particularly on the strategic road network at the A19, A174 and A66 and Redcar town centre, where a combination of factors have meant travelling around the town is slow and congested at certain times. Based on current trends, and without interventions, congestion in these areas will increase, impacting on

the economy in terms of increased journey times and costs and also on the environment. New infrastructure may be needed to tackle these congested areas but this should be as part of a coordinated approach.

- 9.9** The focus will be on encouraging greater levels of walking and cycling and use of the public transport network supported by demand management measures and making best use of existing infrastructure.
- 9.10** Demand management and making best use of the existing infrastructure are very much inter-linked. The reallocation of road space, for example, to provide for no-car lanes or bus only lanes is one example of making use of existing infrastructure in a way that is encouraging use of more sustainable modes of travel.
- 9.11** Demand management measures will be aimed particularly at tackling peak hour congestion, specifically targeting journeys to work and school journeys, as addressing these trips offers the highest potential benefits from congestion reduction, improved journey time reliability and reduced environmental pollution. In addition, the high number of trips associated with commuting provides the best opportunity for switching to public transport, thereby increasing public transport service viability and the prospects for enhancements that will be required to cater for increased demand.
- 9.12** New demand management measures continue to be identified through the Council's Local Transport Plan and implemented through plans, strategies, programmes and proposals to help to facilitate a reduction in congestion and other problems associated with increasing car use.
- 9.13** To support the delivery of improved public transport throughout the borough, the promotion of travel plans and the provision and pricing of parking will be essential. Key elements include the marketing of public transport, cycling, walking and car sharing in trying to influence travel behaviour. These are incorporated in our LTP.
- 9.14** Complementary public transport, cycling and walking improvements to larger scale developments should be delivered through Travel Assessment/Travel Plan agreements between operators, developers, planning and transport authorities.
- 9.15** The promotion of an enhanced choice of sustainable modes of travel for people, principally public transport, cycling and walking will help to support healthy, inclusive and sustainable communities as well as reducing the impacts of travel.

- 9.16** The delivery of park and ride facilities is still viewed as an important element of a sustainable transport network and encouraging a further way of encouraging modal shift. Opportunities to bring forward and deliver Park and Ride are continuing to be explored by Redcar and Cleveland Borough Council.
- 9.17** The Council follows the requirements set out in the Guidance on Transport Assessment (Dft, 2007) as the standard for when Transport Statements, Transport Assessments and Travel Plans are required. This includes the size of development for when each category of submission is required.
- 9.18** The Tees Valley Design Guide and Specification for Residential and Industrial Estates provides further detailed guidance and minimum standards of the Highway Authority to ensure adoption under Section 38 of the Highways Act 1980. The Guide sets out the basic principles which should be followed in terms of providing a safe, convenient and functionally effective highway network for all users, whilst ensuring that they contribute to placemaking, taking into account local distinctiveness and the overall visual amenity of the built environment.

Policy TA 2

Improving Accessibility Within and Beyond the Borough

The Council will work together with neighboring authorities, the Tees Valley Combined Authority, Tees Valley Unlimited (the Local Enterprise Partnership), the Government, developers and transport providers to improve accessibility within and beyond the borough, which will support economic, tourism and regeneration objectives for both Redcar and Cleveland and the wider Tees Valley. This will include:

Redcar and Cleveland Schemes

- a. improving bus, pedestrian and cycle links to rail stations across the borough;
- b. working with service operators and other partners to maintain, develop and enhance the network of public transport links focused on key hubs, in particular on the rural service centre, East Cleveland towns and service villages, with frequent services from these centres to the conurbation and wider sub-region, thereby identifying measures to reduce congestion and to support economic growth and the access to jobs;
- c. improving feeder public transport services from surrounding rural areas to ensure integration with core network services;
- d. developing innovative demand responsive public transport, rather than rely on more traditional forms of public transport in more remote rural areas;
- e. working with partners to improve the integration between the different transport modes particularly bus and rail services;
- f. working with Highways England to improve capacity to the A66, A1053 and A174, particularly Greystones roundabout;
- g. working with the South Tees Development Corporation to secure the delivery of the South Tees Dockside Road; and
- h. working with partners to improve transport links to Teesport.

Other priorities for improvements to the transport network will be examined as and when required with further detail on the above schemes, and others, available in the Infrastructure Delivery Plan (IDP).

Wider Area Schemes

- i. working with service operators to maintain and develop bus routes, services and passenger facilities, particularly those serving the rural areas and neighbouring centres including Middlesbrough, Stokesley and Whitby, including the delivery of facilities for better interchange between transport modes (bus and rail);

- j. working with service operators to maintain and develop bus routes, services and passenger facilities, particularly those serving the rural areas and neighbouring centres including Middlesbrough, Stokesley and Whitby, including the delivery of facilities for better interchange between transport modes (bus and rail);
- k. working with the Tees Valley Combined Authority and Highways England to deliver capacity improvements to the Strategic Road Network including across the sub-region including improvements to the A19, A1085 and A689 to improve access to key development sites, all providing indirect benefits to Redcar and Cleveland;
- l. working in partnership with neighbouring local authorities to deliver road improvements where they will contribute to reducing congestion. Developments in Redcar and Cleveland may be required to fund schemes in neighbouring authorities where they would otherwise impact on the road network;
- m. supporting proposals being prepared by Tees Valley Combined Authority and Highways England to deliver improvements to the A66 and A174 road links to the A19 and beyond to the A1/A1(M), providing appropriate access to the strategic highway network from South Tees, to reduce bottlenecks and maintain highway capacity;
- n. supporting proposals for improvements to passenger rail services and facilities to Middlesbrough and other parts of the North East;
- o. working with partners to improve the efficiency of freight access and existing freight interchanges within Teesport to support rail loading gauge enhancements to the port, particularly from the East Coast Main Line; and
- p. working with partners to improve transport connections to the Durham Tees Valley Airport.

Where necessary, developers may be required to fund transport improvement schemes through Section 106 agreements where infrastructure provision and capacity would be affected or could constrain new development.

9.19 Although the economy of the borough will grow and develop, connectivity with the other major settlements of the Tees Valley such as Middlesbrough, Darlington and Stockton should be maintained and enhanced. This will ensure that Redcar and Cleveland becomes a more attractive proposition in the future for people to live and if appropriate, commute. Ensuring effective transport links from the towns and villages in Redcar and Cleveland to Middlesbrough and the rest of the Tees Valley is a priority for the Council. Improving these links will require continued, proactive joint working with neighbouring authorities, the Highways Agency and transport providers, with the overall aim of establishing a high quality, safe, secure and reliable network, and enhancing public transport access via Tees Valley Bus Network improvements.

9.20 Bus services will continue to be a primary mode of transport for a number of people across the borough due to low levels of car ownership. Therefore, the improvements to bus provision (operational considerations and provision of facilities) to promote and enhance access to the bus network across the borough will be vital. This will be done through:

- improved bus corridors and improvements to existing service provision including vehicles, frequency and reduced cost;
- provision of suitable facilities for bus users on core routes and at primary transport hubs, including appropriate provision of service information; and
- ensuring improved accessibility and connectivity between local settlements and regional destinations to access key goods and services such as health and education provision.

9.21 Due to the dispersed nature of much rural activity, the private car will continue to have an important role to play in the borough's more remote rural areas. However, there are significant numbers of rural residents that do not have access to a car either for all or part of the day. Increased car use in rural areas is also affecting rural environments as they contain some of the most sensitive built and natural environments in the country.

9.22 Consequently, the development of innovative integrated rural public transport is essential to ensure access to services, healthcare and employment for rural residents and to support the sustainable development of the tourism industry. These are key to a rural renaissance. The need to travel can be reduced by providing more jobs and services locally and therefore linkages to towns and community services.

9.23 The development of a core and feeder network is promoted whereby the main rural service centres of the borough will provide the hub of a rural transport network with other services feeding into them from the rural hinterlands. The Council has identified a number of transport hubs in the borough to act as feeder networks serving the surrounding areas. It is important that the transport hubs provide effective links to both the surrounding areas and Middlesbrough as an economic driver, with ultimate links to other parts of the Tees Valley and wider North East region.

Access to Jobs

9.24 Connectivity is an integral factor in economic success. Enhancing transport and movement networks cannot deliver economic success in isolation, but as part of a packaged approach it can provide the required infrastructure and support to assist in the delivery of the development ambitions as set out in the Local Plan.

- 9.25** Redcar and Cleveland benefits from good highways provision catering for heavy vehicles and industrial uses. Linkages between the South Tees, Greater Eston and Redcar and the strategic highway network on the A66, A174 and A19 make the area highly accessible and attractive to industry, business and commuters. It is imperative that this operational benefit over other areas, where capacity is more limited, is not detrimentally affected by any development proposals. It will be essential that improvements and enhancements to the borough's infrastructure continue in order to facilitate local economic development and growth. 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. We will also work proactively with the private sector to secure developer contributions to ensure the highway network advantage is maintained and enhanced wherever possible.
- 9.26** These objectives are to be delivered through the following projects across the borough:
- to improve linkages between the South Tees Industrial area and the local highway network (particularly the A66 and A1085) which links to the strategic highway network of the A19. This includes junction improvements on the A66 which have recently been completed;
 - a proposed east to west extension to Dockside Road, through the South Bank Wharf Enterprise Zone that will provide access to the riverside and give an additional access point into Teesport. A further connection from Eston Road to the east west extension will allow access the adjacent Prairies Enterprise Zone; and
 - improvements to Greystones roundabout to improve strategic highway capacity.
- 9.27** The South Tees has infrastructure for heavy industrial use, with access by road and rail. However, road usage has reached a point at which certain junctions are experiencing delays during peak periods, with predictions of congestion 'hotspots', identified by the Tees Valley Unlimited (TVU) modelling assessments. Therefore, the upgrading of key junctions on the A66 and proposals to establish new linkages between South Tees and the highway network will facilitate development and support existing and expanding industries.
- 9.28** This is supported across the area and wider sub-region by TVU through an 'Area Action Plan' development and transport modelling database to provide ongoing improvements to the strategic road network and public transport projects funded by central and local government.

- 9.29** The provision of bus services to isolated employment sites in the Tees Valley, particularly in Redcar and Cleveland, is a critical issue. In meeting the additional jobs that are to be created in the borough, with 50% of these being provided at Teesport, it is vital that we address employment sites that are currently inaccessible by public transport. The Council has held initial, positive conversations with Arriva North East and PD Ports about the feasibility of providing services to Teesport. A PD Ports initiative involving partners from the site has been publicised called 'High Tide', which is an initiative to get 14-19 year olds into employment after education as well as being interactive within schools and the community. An element of this scheme to encourage young people into employment will involve accessibility to get to work on the site and the provision of public transport.
- 9.30** Discussions are continuing between the Council, PD Ports and Arriva North East to determine the actions that are required to provide a service to the port, and what services can be provided to the site to accommodate shift changes and other highlighted requirements for bus services. A trial bus service from East Cleveland to Teesport in 2015 was unsuccessful at attracting patronage. Other options will need to be considered. Through the Tees Valley Bus Network Improvements, funding has been identified to provide bus stop infrastructure within Teesport and this will be implemented as soon as all parties have agreed the provision of the bus service to Teesport.

Improved Rail Network

- 9.31** The Council wishes to see an increase in the use of the rail system in the borough. A local and rural railway network can continue to offer a vital service for passengers and freight and can contribute more to the local economy. An enhanced and efficient rail network can also help to contribute towards providing increased accessibility, improving social inclusion and ultimately trying to attract more people to travel by rail. Rail capacity will play an increasing role in the future development of the South Tees area, particularly with the proposed developments of the port, port-related developments, power station and Tees Wharf.
- 9.32** The on-going programme of investment in the Tees Valley rail network/system is focussed on utilising the existing rail network more effectively and getting the most out of existing assets. The main objectives for new/improved stations, enhanced frequencies/timetables and newer rolling stock has been geared around a heavy rail solution and constrained, to an extent, both by limited available funding opportunities and by rail industry processes. However, successful applications for funding has enabled TVU and the Tees Valley local authorities to complete initial rail proposals in partnership with Network Rail. These improvements have provided a good understanding of what constraints exist on the network, particularly

in relation to aspirations for increased frequencies and further developed schemes to address these, as well as proposing improvements to a number of existing stations.

- 9.33** Section 106 agreements between developers and the Council may be required to fund transport infrastructure improvements. In some cases, contributions from one scheme may not be enough to fund improvements or upgrades alone and it may be that several schemes need to contribute. However, this will be in the context of the current pooling restrictions for Section 106 agreements set out in the CIL regulations. Further to Section 106 agreements, Section 278 agreements can be made between a developer and a Highways Authority to enable works to be carried out on a public highway to enable development. Examples of works delivered through Section 278 agreements include construction of a new access junction, improvement of an existing junction or safety related works.
- 9.34** One of the key remaining challenges, to ensure that the whole network meets the modern day needs of the Tees Valley, is the delivery of fit for purpose rolling stock to match the station investment. This is critical when an important goal is to grow the market and get new passengers (in particular car users) to use the network on a regular basis. The rail devolution process, and the re-franchising of services operated by Northern Rail in February 2016 is a critical process for the Tees Valley. The development of the North East Business Unit (NEBU) proposition will ensure that the Tees Valley can have the appropriate influence on the specification and operation of a new franchise from February 2016. It will be vital that the NEBU proposition can work within the proposals the Rail North organisation are developing, or any other devolved arrangements. The NEBU arrangement, and the final devolved solution, potentially provides the ideal opportunity for the specification of enhanced rolling stock to be written into the new franchise. The Council supports the Tees Valley aim for the electrification of the Northallerton to Middlesbrough railway line.
- 9.35** The other main priority for the Tees Valley is the provision of sufficient capacity to deliver both our passenger and freight aspirations. The provision of enhanced capacity for local passenger services is a key element of delivering our local economic growth aspirations. An enhanced rolling stock across the whole network and the provision of a half hourly service at all stations will contribute to these ambitions being achieved. The delivery of this enhanced timetable should include the appropriate recasting of existing timetables to ensure that services on all routes are planned to meet the needs of the modern day Tees Valley economy. For Redcar and Cleveland for example, all local services must have good and efficient connections with longer distance services at the likes of Darlington, Thornaby and Middlesbrough; and there should be no gaps in provision such as the current hourly gap in the morning peak from Saltburn and Redcar which is the busiest

time. Northern Rail state that this is required to allow a train to run to/from Nunthorpe at the busiest time but this should not be an either/or decision, as all lines should have optimal services at peak times.

- 9.36** The Council will continue to work in partnership with TVU, Network Rail and the Department for Transport (DfT) to ensure the Tees Valley has a rail service fit for the 21st Century and improve services within and beyond the borough, to Middlesbrough, Tyne & Wear and North Yorkshire.

Freight

- 9.37** Predictable and timely deliveries are important to the competitiveness of businesses and the local economy, whilst fully stocked shops are important to the quality of life of residents. Freight movements differ from passenger transport. When compared with passenger movements a higher proportion of freight travels longer distances and across the country. However, there are also shared issues as many freight journeys originate and also finish in the Tees Valley. Consequently, it will be important for freight and passenger transport that the key transport corridors continue to operate effectively.
- 9.38** A significant proportion of the freight entering the UK and handled by southern ports is heading for the north. The presence of heavy industry in the borough also means there are significant levels of freight movement within the Tees Valley, especially steel and potash. There is an opportunity to increase the Teesport's share of this market, which has the potential to deliver a two-fold benefit. A transfer of this freight could relieve congestion at southern ports, and on associated transport networks, and also help Teesport to develop in terms of its size, the freight handled and the spin-off economic benefits. Teesport's aspirations are to develop a deep-sea container facility that would enhance its ability to handle increased container traffic. This could help to alleviate congestion problems in the south and also to contribute to the economic development of the Tees Valley, but also the wider North East.
- 9.39** The overall aim for the movement of freight is to make best use of the existing infrastructure, particularly freight interchanges. The freight connections to Teesport are significant, particularly as Teesport is one of the largest ports in the UK in terms of tonnage handled. Improvement of rail connections to Teesport from the 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. The Council will work with Teesport and major businesses to support the expansion of rail freight in the borough by improving infrastructure and services.

Policy TA 3

Sustainable Transport Networks

The development of walking, cycling and horse riding routes, will be supported that:

- a. improve public access to the coast, countryside, North York Moors National Park, the Cleveland Way, the Teesdale Way, the England Coast Path, the National Cycle Network and other public rights of way and open spaces;
- b. provide and improve safe routes to school; and
- c. improve linkages between where people live and recreation, open spaces, the countryside and coast, employment areas and town and district centres so that active travel becomes an attractive option for shorter journeys.

There will be a presumption in favour of multi-user routes.

- 9.40** The Council wishes to improve walking, cycling and horse riding networks, so that they give better public access to the coast, the North York Moors National Park, wider countryside and to local facilities, such as open spaces, schools, shops and places of work. Footpaths, bridleways and byways are probably best known as a leisure resource, but on a more local scale, they can also offer walking and cycling routes between people's homes, schools, shops and workplaces. Providing such opportunities will help to provide and promote sustainable transport options. These networks are also important for tourism, culture and leisure and will play a key role in the regeneration and economic growth of the borough.
- 9.41** Sustainable transport networks also deliver both physical and mental health benefits and can help to reduce congestion and air pollution. Therefore, we recognise the importance of these networks as assets well worth investing in, in addition to the essential elements of the countryside, biodiversity, tranquillity, and aesthetic beauty that they provide.
- 9.42** It is 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.



Appendices

Appendix I: Implementation Plan and Monitoring Framework

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 unlikely to be triggered where individual targets have been missed. Where targets have been missed over a number of years or it is clear that inappropriate development is coming forward, the Council will carry out a further investigation of the issues involved before determining whether a review of the plan is necessary.

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|---|--|--|--------------------|---|---|
| SD1: Sustainable Development [1,2,3] | <ul style="list-style-type: none"> To ensure that the plan is consistent with the NPPF and supports sustainable development. | Covered by other indicators within the framework. | N/A | Local Plan Determination of Planning Applications | RCBC Developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through the AMR. Review implementation of policy if necessary. |
| SD2: Locational Policy [1,2,3] | <ul style="list-style-type: none"> To prioritise the reuse of previously developed land To concentrate development within the urban and coastal areas To safeguard the countryside from inappropriate development. | <ul style="list-style-type: none"> Percentage of housing/employment development on previously developed land Percentage of development within urban and coastal areas | <ul style="list-style-type: none"> Sequential approach to development Minimum 60% in urban and coastal areas | Local Plan Determination of Planning Applications | RCBC Developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through the AMR. If 60% not being met on average over medium term, consider obstacles to progress and implementation. Review policy and consider release of more sites within the conurbation. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|--|---|---|--------------------|---|---|
| SD3: Development Limits [1,2,3] | <ul style="list-style-type: none"> To focus development into the towns and villages in the plan area and make a clear distinction between the urban area and the countryside To safeguard the countryside from inappropriate development To enable development in the countryside that can be justified | <ul style="list-style-type: none"> No. of planning applications granted outside of development limits without justification | 0 | Local Plan Determination of Planning Applications | RCBC Developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. If a number of applications are being granted contrary to policy over medium term, investigate need to review policy. |
| SD4: General Development Principles [1,2,3] | <ul style="list-style-type: none"> To locate development on appropriate sites with compatible surroundings To ensure development is located in a sustainable and safe location To ensure there is adequate infrastructure to serve the development To improve the quality of the built environment To minimise the vulnerability to climate change | <ul style="list-style-type: none"> Percentage of housing/employment previously developed on land Percentage of development within urban and coastal areas Percentage change in area of designated biodiversity sites No. of designated heritage assets lost Percentage of major developments with artistic element provided | <ul style="list-style-type: none"> Sequential approach to development Minimum 60% in urban and coastal areas No net loss 0 30% | Local Plan/SPDs Determination of Planning Applications Building Regulations | RCBC Developers | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if target not being met over medium term. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|--|---|-----------------|---|------------------------------------|---|---|
| SD5: Developer Contributions [1,2,3] | <ul style="list-style-type: none"> To ensure that new development does not place a strain upon existing services and facilities To provide a clear indication of what will be expected from each type of development through the Developer Contributions SPD | <ul style="list-style-type: none"> No. and type of developer contributions secured/received | N/A | Local Plan Developer Contributions SPD Affordable Housing SPD Determination of Planning Applications | RCBC Developers | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. A qualitative assessment of planning contributions will be undertaken over a medium term period. If necessary review policy and consider potential barriers to implementation. |
| SD6: Renewable Energy [1] | <ul style="list-style-type: none"> To support the development of appropriate renewable energy schemes. To contribute to national climate change objectives | <ul style="list-style-type: none"> No. and nature of renewable energy proposals approved/refused, including potential contribution to energy supply No. of renewable energy proposals granted at appeal | N/A ● ● 0 | Local Plan Determination of Planning Applications | RCBC Developers/Energy Industry | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. If a number of applications are being granted contrary to policy or it is considered that inappropriate development is being delivered, review policy. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|--|--|--|---|---|--|
| SD7: Flood and Water Management [1,2,3] | <ul style="list-style-type: none"> To minimise the vulnerability to climate change To ensure development is not at risk from flooding To ensure development does not increase flood risk. To improve water quality | <ul style="list-style-type: none"> No. of proposals approved in areas at risk of flooding contrary to Environment Agency advice Quality of water bodies | <ul style="list-style-type: none"> 0 Meet or exceed minimum standard for bathing water quality | Determination of Planning Applications Determination of Drainage Applications. | RCBC Developers Environment Agency Northumbrian Water Ltd | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if considered that inappropriate development is being delivered. |
| LSI: Urban Spatial Strategy [1,2,3] | <ul style="list-style-type: none"> To develop a significant area of housing at Low Grange Farm To improve the older housing areas of South Bank and Grangetown To develop a mix of housing on a number of sites throughout the urban area To strengthen Low Grange District Centre and support and safeguard improvements to the other centres Provide for Gypsy and Traveller Accommodation | <ul style="list-style-type: none"> No. of houses permitted/developed Vacant dwellings by area No. type and tenure of new homes developed No. and floorspace of retail developments and other town centre uses permitted/developed in centre/out of centre No. of vacant shops Visual appearance of shopfronts No. of Gypsy and Traveller pitches provided/occupied | <ul style="list-style-type: none"> In accordance with H3 N/A In accordance with H2 and H3 Sequential approach to development Less than 9% Less than 6% in poor/very poor condition Provision in accordance with H7 N/A | Local Plan Regeneration Masterplan Determination of Planning Applications Empty Homes to Happy Homes Improvement of social rented housing through investment by RPs Commercial retail development | RCBC RPs Private house builders Commercial developers Private sector DfT | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|--|--|---|--|---|--|---|
| | <ul style="list-style-type: none"> To improve community services and facilities Improve the quality of employment land Support small business growth To improve the employment prospects of residents of the area Improve accessibility through public transport improvements To upgrade and improve the environment and perceptions | <ul style="list-style-type: none"> No. of community facilities permitted/completed Amount of safeguarded employment land developed and floorspace completed Local school exam results | <ul style="list-style-type: none"> N/A Upward trend [baseline – 54.3% of pupils 5 or more A*-C grades (2014/15)] | <p>Commercial employment development</p> <p>Wide range of employment support and training initiatives including Routes to Employment</p> <p>Environmental improvement through planning contributions from housing and commercial development</p> | | | |
| LS2: Coastal Area Spatial Strategy [1,2,3] | <ul style="list-style-type: none"> To support and promote the role of Redcar Town Centre for shopping, businesses, services, leisure and community facilities To support new housing on a number of sites To upgrade older housing areas To improve community services and facilities | <ul style="list-style-type: none"> No. and floorspace of retail developments and other town centre uses permitted/developed in centre/out of centre No. of vacant shops Visual appearance of shopfronts No. of houses permitted/developed No. of community/education | <ul style="list-style-type: none"> Sequential approach to development Less than 9% in poor/very poor condition In accordance with H2 and H3 N/A In accordance with ED6 | <p>Local Plan</p> <p>Determination of Planning Applications</p> <p>Coatham Masterplan</p> <p>Regeneration Masterplan</p> <p>Visitor Destination Plan</p> | <p>RCBC</p> <p>Private house builders</p> <p>RPs</p> <p>Town Centre Manager</p> <p>Private developers</p> <p>Tees Valley Nature Partnership</p> | <p>On-going [annually through AMR and over medium term period]</p> | <p>Plan, monitor and manage through AMR. Review policy if necessary</p> |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|---|---|---|-----------------------|-----------|--------------------------------|
| | <ul style="list-style-type: none"> To support the provision of further education facilities Deliver significant economic growth and job opportunities through the Tees Valley Enterprise Zone at Kirkleatham Business Park To support the growth of the visitor and tourism economy Encourage and promote the development of art and culture throughout the area Support the delivery of new hotels in the coastal area To provide managed and move on workspace to support newly qualified students To promote investment on other industrial estates and business parks Provide transport improvements To safeguard and enhance the natural and historic | <ul style="list-style-type: none"> facilities permitted/completed Amount of safeguarded employment land developed and floorspace created No. of new leisure and tourism proposals permitted/developed Condition of SSSIs Completion of environmental enhancement schemes | <ul style="list-style-type: none"> N/A Condition favourable or unfavourable recovering Completion of schemes | <ul style="list-style-type: none"> Kirkleatham Enterprise Zone LDO Business rate relief at Kirkleatham Enterprise Zone site Commercial retail development Commercial employment development Environmental improvement through planning contributions from housing and commercial development Individual Enhancement Schemes | Tees Valley Unlimited | | |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|---|---|--|--|---|--|
| | environment of the town, its coastline and locality | | | | | | |
| LS3: Rural Communities Spatial Strategy [1,2,3] | <ul style="list-style-type: none"> To deliver a range of housing To enhance the role of Guisborough as the principal rural service centre To deliver a range of leisure and tourism developments To upgrade older housing areas To improve community services and facilities To support the provision of further education facilities To develop a range of commercial development at Skelton Industrial Estate To deliver improvements to public transport To safeguard and enhance the natural and historic environment, including the heritage coast. | <ul style="list-style-type: none"> No. and floorspace of retail developments and other town centre uses permitted/developed in centre/out of centre No. of vacant shops Visual appearance of shopfronts No. and type of houses permitted/developed No. of community/education facilities permitted/completed Amount of safeguarded employment land developed and floorspace created No. of new leisure and tourism proposals permitted/developed | <ul style="list-style-type: none"> Sequential approach to development Less than 9% in poor/very poor quality In accordance with H2 and H3 N/A In accordance with ED6 N/A | <ul style="list-style-type: none"> Local Plan Determination of Planning Applications Regeneration Masterplan Visitor Destination Plan Skelton Industrial Estate LDO Commercial retail development Commercial employment development Environmental improvement through planning contributions from housing and commercial development | <ul style="list-style-type: none"> RCBC Private house builders RP's Private developers Landowners | <ul style="list-style-type: none"> On-going [annually through AMR and over medium term period] | <ul style="list-style-type: none"> Plan, monitor, and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|--|---|---|---|---|--|
| LS4: South Tees Spatial Strategy [1.2.3] | <ul style="list-style-type: none"> To develop Enterprise zone sites at Wilton International and South Bank Wharf To grow the environmental and recycling sector To expand the port and logistics sectors Support a range of industrial development Support the chemicals industry To support the existing steel industry and the regeneration of former steel sites To support renewable energy projects To improve the accessibility of employment sites by a range of transport methods To enhance the natural environment of the area To upgrade the image of the area Support South Tees Development Corporation | <ul style="list-style-type: none"> Area of land and floorspace created on Enterprise Zone sites Area of land developed for various types of employment development Floorspace of new employment Unemployment rates No. of jobs created Investment in major businesses Condition of SSSIs Completion of environmental enhancement schemes | <ul style="list-style-type: none"> Land at Kirkleatham Business Park – up to 12.6ha Land at South Bank Wharf – up to 80.7ha Land at Wilton International – up to 164ha In accordance with ED6 N/A Downward trend [baseline – 11% aged 16+ (Nomis 2013)] N/A N/A Condition favourable or unfavourable recovering Completion of schemes | <ul style="list-style-type: none"> Local Plan Regeneration Masterplan Private sector commercial development Enhanced capital allowances on Enterprise zone sites PPAs on Enterprise Zone sites Public sector investment (including Regional Growth Fund) Determination of planning applications Individual enhancement schemes South Tees Area Supplementary Planning Document | <ul style="list-style-type: none"> RCBC Private Sector Tees Valley Unlimited Tees Valley Nature Partnership | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|--|---|--|---|---|--|--|
| REG1: Coatham [1,3] | <ul style="list-style-type: none"> Delivery of mixed use leisure and tourism development | <ul style="list-style-type: none"> Number of leisure and tourism developments permitted/developed Amount of new leisure and tourism floorspace created No. of jobs created | <ul style="list-style-type: none"> Delivery of leisure and tourism development at Coatham N/A N/A | Local Plan Coatham Masterplan Regeneration Masterplan Visitor Destination Plan Determination of planning applications | RCBC Private Sector | By 2032 Progress will be monitored annually through AMR | Plan, monitor, and manage through AMR. Consider any barriers to implementation. Review policy if necessary. |
| REG2: Kirkleatham [1,3] | <ul style="list-style-type: none"> To protect heritage assets on Kirkleatham estate | <ul style="list-style-type: none"> No. of heritage assets 'at risk' | <ul style="list-style-type: none"> 0 | Local Plan Heritage Lottery Fund Historic England grants Determination of planning applications | RCBC Historic England | Progress will be monitored annually through AMR | Plan, monitor, and manage through AMR. Consider any barriers to implementation. Review policy if necessary. |
| REG3: Skelton | <ul style="list-style-type: none"> To provide new commercial development To provide a mix of new housing | <ul style="list-style-type: none"> Amount of land developed by type Amount of commercial floorspace created | <ul style="list-style-type: none"> N/A N/A 200 by 2032 (200 after) in accordance with H3 | Local Plan Determination of planning applications | RCBC Landowners Private housebuilders | Progress will be monitored annually through AMR | Plan, monitor, and manage through AMR. Consider any barriers to implementation. |

| Policy [overarching Our Plan/Local Plan outcome] | Policy Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger Point/Remedial actions |
|--|---|---|--|---|-------------------------------|---|--|
| | <ul style="list-style-type: none"> To reconfigure the existing industrial estate to meet the needs of modern users To improve the environmental quality of the area | <ul style="list-style-type: none"> No. and type of dwellings developed No. of jobs created No. and type of buildings demolished Completion of environmental enhancement schemes | <ul style="list-style-type: none"> N/A N/A Completion of scheme | Individual enhancement schemes | Private commercial developers | | Review policy if necessary. |
| REG4: Loftus | <ul style="list-style-type: none"> To improve the High Street and reduce vacancies in the District Centre To deliver new housing To encourage the redevelopment of vacant sites To enhance the historic environment | <ul style="list-style-type: none"> No. and floorspace of retail developments and other town centre uses permitted/developed in centre/out of centre No. of vacant shops Visual appearance of shopfronts No. and type of houses permitted/developed Delivery of 'Living in Loftus' project Delivery of a Conservation Area Management Plan | <ul style="list-style-type: none"> Sequential approach to development Less than 9% Less than 6% in poor/very poor condition In accordance with H2 and H3 N/A N/A | Local Plan Determination of planning applications Individual enhancement schemes Conservation Area Management Plan | RCBC Private Sector | Progress will be monitored annually through AMR | <ul style="list-style-type: none"> Plan, monitor, and manage through AMR. Consider any barriers to implementation. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|---|---|--|--|--|---|---|---|
| ED1: Protecting and Enhancing the Borough's Centres [1,2,3] | <ul style="list-style-type: none"> To define a hierarchy of centres and safeguard their character To enhance the safety and environmental quality of the centres To encourage a wide range of uses within the centres To protect retail character of Primary Shopping Areas | <ul style="list-style-type: none"> No. of vacant units Visual appearance of shopfronts Additional floorspace of retail, leisure and office development within/outside defined town and district centres Number of town centre uses less than 200m² approved outside of centres Percentage of units in Primary Shopping Areas in A1 use | <ul style="list-style-type: none"> Less than 9% Less than 6% in poor/very poor condition Sequential approach to development N/A Redcar – at least 75%, Guisborough – at least 55% | Local Plan Determination of planning applications | RCBC Town Centre Manager Private Developers | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if necessary, including if considered that inappropriate development is being delivered. |
| ED2: Cleveland Retail Park [1] | <ul style="list-style-type: none"> To provide new bulky goods retail development, where there are no suitable in-centre locations | <ul style="list-style-type: none"> Additional retail floorspace provided | N/A | Local Plan Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if considered inappropriate development is being delivered. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|--|---|--|---|--|----------------------------|---|--|
| ED3: Hot Food Takeaways [1,2] | <ul style="list-style-type: none"> To restrict the number and concentration of hot food takeaways in designated centres To protect and enhance the vitality and viability of designated centres | <ul style="list-style-type: none"> No. of planning applications for hot food takeaways approved at appeal in town, district and local centres | <ul style="list-style-type: none"> 0 | Local Plan Determination of planning applications | RCBC | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. If a number of applications are being granted contrary to policy, review policy. |
| ED4: Retail Development on Industrial Estates and Business Parks [1] | <ul style="list-style-type: none"> To restrict retail development on industrial estates and business parks. To safeguard industrial estates and business parks for industrial users | <ul style="list-style-type: none"> Amount of new retail floorspace on safeguarded employment land | N/A | Local Plan Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if considered inappropriate development is being delivered. |
| ED5: Advertisements [1,2] | <ul style="list-style-type: none"> To protect the visual amenity of an area To ensure highway safety To protect the character of buildings and townscapes | <ul style="list-style-type: none"> No. of advertisement applications allowed at appeal Visual appearance of shopfronts | <ul style="list-style-type: none"> 0 Less than 6% in poor/very poor condition | Local Plan Determination of planning applications Shop Fronts and Advertisements SPD | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor, and manage through AMR. Review policy if considered inappropriate development is being delivered. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|---|--|--|---|---|---|--|--|
| ED6: Promoting Economic Growth [1] | <ul style="list-style-type: none"> To provide a continuing supply of a variety of employment land To support the drive for sustainable economic growth To support the continued growth and expansion of the steel, chemical, port and recycling industries To safeguard the existing business parks and industrial estates To improve the quality of existing sites Support South Tees Development Corporation | <ul style="list-style-type: none"> No. of hectares developed Amount of additional employment floorspace provided No. of jobs created Amount of employment land lost to non-employment uses | <ul style="list-style-type: none"> N/A | Local Plan Regeneration Masterplan Determination of applications Private sector commercial development LDO at Kirkleatham Business Park Enterprise Zone incentives such as business rate relief and enhanced capital allowances Public sector funding (including Regional Growth Fund) South Tees Area Supplementary Planning Document | RCBC Tees Valley Unlimited Private developers | By 2032 Progress will be monitored annually through AMR | Plan, monitor and manage through AMR. Consider any barriers to implementation. Review policy if necessary, including if it is considered that inappropriate development is being delivered. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|--|--|--|---|---|---|---|--|
| ED7: Cleveland Gate and Morgan Drive Mixed Commercial Site | <ul style="list-style-type: none"> To provide for additional mixed commercial development in Guisborough. To re-develop a vacant brownfield site. To support starter companies and small businesses. | <ul style="list-style-type: none"> Amount of commercial floorspace provided by use. | <ul style="list-style-type: none"> 4310m² retail, 233m² of A3/A4 and 10 business units | Local Plan Private Sector Commercial Development | RCBC Private Developers | By 2032 Progress will be monitored through AMR over medium term period | Plan, monitor and manage through AMR. Review policy if considered inappropriate development is being delivered |
| ED8: Rural Economy [1,3] | <ul style="list-style-type: none"> To improve and support a range of businesses and entrepreneurship's in East Cleveland and increase opportunities to improve skills To support a range of businesses in the countryside including agriculture, forestry and farm diversification To support leisure and tourism development | <ul style="list-style-type: none"> No. of leisure and tourism proposals approved/refused in the rural areas No. of farm diversification proposals approved/refused | N/A | Local Plan Regeneration Masterplan Visitor Destination Plan Determination of planning applications | RCBC Tees Valley Unlimited Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|---|--|--|--|---|---|---|--|
| ED9: Leisure and Tourism Development [1,3] | <ul style="list-style-type: none"> To secure new leisure and tourism development throughout the borough. | <ul style="list-style-type: none"> No. of permissions/completions for leisure and tourism development | N/A | Local Plan Regeneration Masterplan Visitor Destination Plan Determination of planning applications | RCBC Tees Valley Unlimited Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |
| ED10: South Tees Motorsports Park | <ul style="list-style-type: none"> To safeguard land for the re-location of existing off-road motorcycle park. To support leisure facilities | <ul style="list-style-type: none"> Amount of land developed for off-road motorcycle use | <ul style="list-style-type: none"> 10.2Ha | Local Plan Determining Planning Application | RCBC Private Developer | By 2032 To be monitored through AMR over medium term | Plan, monitor and manage through AMR. To review if inappropriate development is delivered. |
| ED11: Caravan Sites and Tourist Accommodation [1,3] | <ul style="list-style-type: none"> To minimise the visual impact on the landscape To protect areas of special designation To promote sustainable development in the countryside | <ul style="list-style-type: none"> No. of sites/pitches approved/refused | N/A | Local Plan Regeneration Masterplan Determination of planning applications | RCBC Tees Valley Unlimited Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|---|--|---|--|---|---------------------------------------|---|---|
| ED12: New Hotel and Guest House Accommodation [1,3] | <ul style="list-style-type: none"> To support new hotel and guest house accommodation in appropriate locations To protect residential amenity To protect the character of the local area and the existing stock of larger housing | <ul style="list-style-type: none"> No of applications for conversions from residential to tourist accommodation approved/refused | N/A | Local Plan Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |
| ED13: Equestrian Development [1,3] | <ul style="list-style-type: none"> To support the development of equestrian related economy | <ul style="list-style-type: none"> No. of equestrian developments approved/refused | N/A | Local Plan Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |
| H1: Housing Requirements and Delivery Phasing [1,2] | <ul style="list-style-type: none"> To ensure that an adequate supply of housing is provided to meet identified needs | <ul style="list-style-type: none"> Net additional dwellings provided | <ul style="list-style-type: none"> 2015/16 - 31/32 – 234 per year | Local Plan Regeneration Masterplan Housing Strategy Determination of planning applications | RCBC RPs Private house builders | 2015/16 - 31/32 [individual phasing targets by site] | Plan, monitor and manage through AMR and SHMA/SHLAA. If actual or anticipated rates of delivery consistently fall below the housing requirement target or the Council cannot demonstrate a five-year housing supply of housing, we |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| | | | | | | | will seek to address the shortfall using appropriate mechanisms which will depend on the scale and nature of potential under-delivery. Options for remedial action will include the actions identified at para 6.14. The actions will be kept under annual review and additional actions identified where significant progress to meeting the housing requirement and/or five year supply has not been made. Part of regular review of Local Plan. |
| H2: Type and Mix of Housing [1,2] | <ul style="list-style-type: none"> To provide an appropriate housing mix to meet the needs and aspirations of residents | <ul style="list-style-type: none"> No. of dwellings provided by type | <ul style="list-style-type: none"> Meet needs in accordance with H2 and needs identified in SHMA and Self-build and | Local Plan Regeneration Masterplan Housing Strategy | RCBC RPs Private house builders | 2015/16 - 21/32 [individual phasing targets by site] | Plan, monitor and manage through AMR and SHMA/SHLAA. If targets not met, meet with landowners/agents to |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| | | | Custom Housebuilding Register | Determination of planning applications | | | discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. Part of regular review of Local Plan. |
| H3: Housing Allocations [1,2,3] | <ul style="list-style-type: none"> To provide an adequate supply of specific deliverable housing sites to meet identified needs | <ul style="list-style-type: none"> No. of planning permissions on allocated sites No. of dwellings completed on allocated sites | <ul style="list-style-type: none"> Delivery of housing allocations | Local Plan Regeneration Masterplan Housing Strategy Development Briefs Determination of planning applications | RCBC RPs Private house builders | 2015/16 - 31/32 in accordance with site phasing | Plan, monitor and manage through AMR and SHMA/SHLAA. If targets not met, meet with landowners/agents to discuss obstacles to progress, review options and agree an action plan to get completion back on track. If ongoing lack of progress, consider scope to work with other partners. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
|--|---|---|---|--|---------------------------------------|---|--|
| | | | | | | | Part of regular review of Local Plan. |
| H4: Affordable Housing [2] | <ul style="list-style-type: none"> To deliver affordable housing to meet identified needs | <ul style="list-style-type: none"> No. and type of affordable dwellings provided | <ul style="list-style-type: none"> Meet needs identified in the SHMA | Local Plan Housing Strategy Affordable Housing SPD Determination of planning applications | RCBC RPs Private house builders | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR and SHMA. If targets are not being met, consider barriers to implementation of policy and review policy if necessary. |
| H5: Sub-division and Conversion of Buildings to Residential Uses [2] | <ul style="list-style-type: none"> To protect the character of the local area and the existing stock of larger housing To protect residential amenity | <ul style="list-style-type: none"> No. of subdivisions or dwelling conversions approved at appeal | <ul style="list-style-type: none"> 0 | Local Plan Housing Strategy Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. If necessary review policy, including if it is considered that inappropriate development is being delivered. |
| H6: Houses in Multiple Occupation [2] | <ul style="list-style-type: none"> To protect the character of the local area and the existing stock of larger housing To protect residential amenity | <ul style="list-style-type: none"> No. of applications approved/refused for HMOs No. of applications approved at appeal | <ul style="list-style-type: none"> N/A 0 | Local Plan Housing Strategy Determination of planning applications | RCBC Private developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. If necessary review policy, including if it is considered that inappropriate development is being delivered. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| H7: Gypsy, Traveller and Travelling Showpeople Accommodation [2] | <ul style="list-style-type: none"> To provide an adequate number of Gypsy and Traveller pitches to meet identified needs | <ul style="list-style-type: none"> Net additional Gypsy and Traveller Pitches | <ul style="list-style-type: none"> 9 by 2032 | <p>Local Plan</p> <p>Housing Strategy</p> <p>Gypsy and Travellers Strategy</p> <p>Determination of planning applications</p> | RCBC Gypsy and traveller site manager | <p>By 2032.</p> <p>Progress will be monitored annually through the AMR.</p> | Plan, monitor and manage through AMR. Review policy if necessary. |
| N1: Landscape [1,2,3] | <ul style="list-style-type: none"> To protect and enhance the borough's landscape To prevent the unnecessary loss of features important to the landscape | <ul style="list-style-type: none"> No. of applications permitted in heritage coast No. of applications permitted in historic landscape of the Eston Hills No. of applications permitted in sensitive landscape areas | N/A | <p>Local Plan</p> <p>Landscape Character SPD</p> <p>Determination of planning applications</p> | RCBC | <p>On-going [annually through AMR and over medium term period]</p> | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| N2: Green Infrastructure [1,2,3] | ● To retain a green buffer between specific settlements | ● Net amount of open space lost to development | ● 0 | Local Plan | RCBC | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |
| | ● To ensure adequate open space provision in urban areas | ● No. of proposals approved/refused in Green Wedges | ● N/A | Green Space Strategy Determination of planning applications | | | |
| N3: Open Space and Recreation [1,2,3] | ● To deliver open space and leisure facilities to meet local needs. | ● Net amount of open space lost to development | ● 0 | Local Plan | RCBC | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |
| | ● To protect existing open spaces and leisure facilities | ● Amount of new open space provided | ● N/A | Developer Contributions SPD Playing Pitch Strategy | Private house builders Sport England | | |
| | | ● No. of planning applications approved/completed for leisure facilities | ● N/A | Determination of planning applications New provision on large housing sites Developer contributions towards open space provision/improvements | Commercial leisure operators Sports clubs and community organisations | | |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| N4: Biodiversity and Geological Conservation [1,2,3] | <ul style="list-style-type: none"> To protect and enhance the borough's biodiversity and geological resource To encourage development to make a positive contribution to biodiversity | <ul style="list-style-type: none"> Percentage change in area of designated biodiversity sites Percentage of SSSIs in favourable condition | <ul style="list-style-type: none"> No net loss 100% in favourable condition or unfavourable improving | <ul style="list-style-type: none"> Local Plan Developer Contributions SPD Determination of planning applications | <ul style="list-style-type: none"> RCBC Tees Valley Nature Partnership Developers | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |
| | <ul style="list-style-type: none"> To prevent unacceptable development in conservation areas To protect and enhance the quality of the built environment within conservation areas To protect open spaces within conservation areas To tightly control demolition of existing buildings within conservation areas | <ul style="list-style-type: none"> Loss of open space (ha) in conservation areas Up-to-date conservation appraisals for all conservation areas | <ul style="list-style-type: none"> 0 100% | <ul style="list-style-type: none"> Local Plan Conservation Area Appraisals and Management Plans Determination of planning applications | <ul style="list-style-type: none"> RCBC Historic England | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |
| HE1: Conservation Areas [1,2,3] | | | | | | | |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| HE2: Heritage Assets [1,2,3] | <ul style="list-style-type: none"> To protect designated heritage assets and their settings from unacceptable development To protect and enhance the quality of designated heritage assets To protect non-designated heritage assets based on their significance | <ul style="list-style-type: none"> No. of heritage assets classified as 'at risk' on Heritage at Risk Register No. of designated heritage assets lost | <ul style="list-style-type: none"> Reducing trend [baseline – 12 assets at risk (2015)] 0 | Local Plan Determination of planning applications | RCBC Historic England | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered necessary, including if inappropriate development is being delivered. |
| HE3: Archaeological Sites and Monuments [1,2,3] | <ul style="list-style-type: none"> To protect archaeological sites from unacceptable development | <ul style="list-style-type: none"> No. of developments on archaeological sites where mitigation measures have not been implemented and/or agreed | <ul style="list-style-type: none"> 0 | Local Plan Determination of planning applications | RCBC Historic England | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if it is considered that inappropriate development is being delivered. |
| TA1: Transport and New Development [1,2,3] | <ul style="list-style-type: none"> To encourage transport choice, and non-car modes | <ul style="list-style-type: none"> Annual rail patronage Annual no. of bus passenger journeys | <ul style="list-style-type: none"> Stable or upward trend [Baseline –926,911 (LTP 2015/16)] | Local Plan Local Transport Plan | RCBC Tees Valley Unlimited | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary. |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| | <ul style="list-style-type: none"> Contribute to a demand management strategy Minimise the need to travel | <ul style="list-style-type: none"> No. of major applications requiring travel plans No. travel plans agreed | <ul style="list-style-type: none"> Stable or upward trend [Baseline – 4.1 million (L+P/DfT 2015/16)] 100% N/A | Determination of planning applications | <ul style="list-style-type: none"> Developers Transport Operators Neighbouring Local Authorities Sustrans | | |
| TA2: Improving Accessibility within and beyond the Borough [1,2,3] | <ul style="list-style-type: none"> To improve bus routes, particularly in rural areas To improve passenger rail services To improve connections with Durham Tees Valley Airport To improve integration between differing modes of transport To improve major road links to the A19 and A1/A1M | <ul style="list-style-type: none"> Annual rail patronage Annual no. of bus passenger journeys Progress with highway infrastructure schemes | <ul style="list-style-type: none"> Stable or upward trend [Baseline – 926,911 (L+P 2015/16)] Stable or upward trend [Baseline – 4.11 million (L+P/DfT 2015/16)] N/A | <ul style="list-style-type: none"> Local Plan Local Transport Plan Determination of planning applications | <ul style="list-style-type: none"> RCBC Highways Agency Network Rail Transport Operators Tees Valley Unlimited Neighbouring Local Authorities | <ul style="list-style-type: none"> On-going [annually through AMR and over medium term period] | <ul style="list-style-type: none"> Plan, monitor and manage through AMR. Review policy if necessary |

| Policy [overarching Our Plan/Local Plan outcome] | Outcomes | Indicators | Target | Implementation / Delivery Mechanism | Lead Agency | Timescale | Trigger point/remedial actions |
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| | <ul style="list-style-type: none"> To improve access routes to Middlesbrough To improve freight rail access and interchanges | | | | | | |
| TA3: Sustainable Transport Networks [1,2,3] | <ul style="list-style-type: none"> To support the development of pedestrian, cycling and equestrian networks To improve public rights of way To provide safer routes to school To improve linkages between where people live and recreational facilities | <ul style="list-style-type: none"> ● Length of new path in public use (add to definitive map or permitted) ● Length of improved path | N/A | Local Plan Local Transport Plan Rights of Way Improvement Plan Determination of planning applications | RCBC Local Access Forum Neighbouring Local Authorities Sustrans | On-going [annually through AMR and over medium term period] | Plan, monitor and manage through AMR. Review policy if necessary |

Appendix 2: Glossary

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| Adoption | The final confirmation of a Local Development Document as having statutory status by a Local Planning Authority (LPA). |
| Affordable Housing | The definition for affordable housing has been derived from the definition set out in the NPPF 2012. Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regards to local incomes and local house prices. |
| Affordable Rented Housing | Affordable rented housing is let by local authorities or private registered providers of social housing to households that are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charge, where applicable). |
| Ancient Woodland | An area that has been wooded continuously since at least 1600 AD. |
| Annual Monitoring Report (AMR) | A report submitted to the Government by local planning authorities assessing progress with and the effectiveness of a Local Development Framework. The recent planning reforms have changed the requirement. Now known as an Authority's Monitoring Report . |
| Appropriate Assessment | An Appropriate Assessment, also known as a Habitat Regulations Assessment, is required in order to assess the potential effect of the Local Plan on Ramsar sites (wetlands of international importance), Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). |
| Archaeological Interest | There will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them. |

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| Article 4 Direction | A direction which withdraws automatic planning permission granted by the General Permitted Development Order. |
| Authority's Monitoring Report (AMR) | A report required by regulations to assess progress on the preparation and effectiveness of Local Plans. Previously known as an Annual Monitoring Report. |
| Best and most valuable agricultural land | Land in grades 1, 2 and 3a of the Agricultural Land Classification. |
| Biodiversity | 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. |
| Birds and Habitats Directive | European Directive to conserve natural habitats and wild flora and fauna. |
| Climate change adaptation | Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. |
| Climate change mitigation | Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. |
| Coastal Change Management | Action identified in Local Plans to address areas affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion). |
| Community Facilities | Community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. |
| Community Infrastructure Levy (CIL) | A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in the area. |

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| Community Infrastructure Levy Charging Schedule | The Charging Schedule sets out the rates at which different classes of development will be charged to help pay for the infrastructure needed as a result of the development proposed across a local authority area. |
| Community Right to Build Order | An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development. |
| Community Strategy | The action plan produced by the Local Strategic Partnership. |
| Core Document Library | A collection of background documents, studies and reports used in the preparation of a Development Plan Document. |
| Core Strategy | The Core Strategy is one of the development plan documents forming part of a local authority's Local Plan (formerly the LDF). It sets out the long term vision (10+ years) for the area, the strategic objectives, and the strategic planning policies needed to deliver that vision. |
| Design and Access Statement | A report accompanying certain applications for planning permission and applications for listed building consent. They provide a framework for applicants to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. |
| Designated Heritage Asset | 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. |
| Developer Contributions | A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Also known as 'planning obligations'. |
| Development Plan | The development plan sets out the policies and proposals for the development, conservation and use of land in a local planning authority's area. The development plan consists of adopted Local Plans (i.e. |

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| | Development Plan Documents) and neighbourhood development plans. It is defined in Section 38 of the Planning and Compulsory Purchase Act 2004. |
| Development Plan Document (DPD) | Development Plan Documents (DPDs) are the key statutory documents prepared by the relevant local planning authority that set out the vision, strategy and policies for the area. They will be spatial planning documents and subject to independent examination. There will be a right for those making representations seeking change to be heard at an independent examination. Redcar & Cleveland's DPDs are the Local Plan, including both site allocations and policies; and the Tees Valley Joint Minerals and Waste DPDs. |
| Edge of Centre | For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances. |
| Environmental Impact Assessment (EIA) | A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment. |
| European Site | This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Section 8 of the Conservation of Habitats and Species Regulations 2010. |
| Evidence Base | The information and data gathered by local authorities to justify the 'soundness' of the policy approach set out in Local Development Documents, including physical, economic, and social characteristics of an area. |
| Examination in Public / Hearings | A public inquiry conducted by an independent inspector to test the soundness of the documents produced as part of the Local Plan to decide if they are legally compliant and 'sound'. Also known as 'independent examination'. |

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| Flood Zones | All land is split into different flood zones to indicate as to the likelihood of flooding occurring. There is a low probability of flooding in Flood Zone 1 and a medium probability of flooding in Flood Zone 2. There is a high probability that flooding will occur in land designated as part of Flood Zone 3a and Flood Zone 3b is the functional floodplain. |
| Formal Hearing | A formal type of independent scrutiny including cross-examining of the witnesses. |
| Geodiversity | The range of rocks, minerals, fossils, soils and landforms. |
| Green Infrastructure | A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. |
| Green Wedge | Green wedges are open areas within the main built-up area, but outside of development limits, which provide buffers between different uses and delineate distinct communities; and are valuable for local amenity, recreation and wildlife. |
| Health Impact Assessment | HIA is a practical approach used to judge the effects a proposed development may have on the health and wellbeing of different groups of people. The findings of HIAs are used to make recommendations to decision makers as to how any positive health impacts of a particular scheme may be increased and any negative impacts reduced. |
| Heritage Asset | A building, monument, site place, area of landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and those designated by the local planning authority (including local listing). |
| Heritage Coast | Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors. |

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| Historic Environment | 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. |
| Inclusive Design | Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone. |
| Independent Examination | Examination of a Local Development Document by a Planning Inspector. Also known as 'Examination in Public'. |
| Informal Hearing | A less formal type of independent scrutiny not including cross-examination. |
| Infrastructure Delivery Plan (IDP) | Sitting alongside the Local Plan, the Infrastructure Delivery Plan (IDP) outlines some of the infrastructure (such as transport, schools, health services and open space) which is needed to help new and existing communities to prosper through the successful implementation of the Local Plan. |
| Intermediate Housing | Intermediate housing is homes for sale and rent provided at a cost above social rent but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. |
| Issues and Options | The name previously given to the earliest stage in the preparation of the development plan document when local planning authorities should gather evidence about their area and engage with stakeholders. Changes to the regulations in 2008 removed this term, however early engagement with stakeholders remains a requirement. |
| Local Development Documents (LDD) | One of the documents in a Local Development Framework. |
| Local Development Framework (LDF) | The Local Development Framework (LDF) was introduced through the Planning and Compulsory Purchase Act 2004. The Local Development Framework replaced the previous system of Structure Plans and Local Plans. A local Development |

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| | <p>Framework was a set of documents that determined how development in an area would be planned over time. The Redcar & Cleveland LDF consisted of a portfolio of planning documents setting out the Council's adopted policies and proposals that make up the statutory development plan for Redcar and Cleveland. Our Supplementary Planning Documents set out guidance for implementing our policies. Our LDF consisted of:</p> <ul style="list-style-type: none"> • Development Plan Documents (DPDs): • Core Strategy DPD • Development Policies DPD • Tees Valley Joint Minerals & Waste DPDs • LDF Proposals Map • Supplementary Planning Documents (SPDs): <ul style="list-style-type: none"> • Greater Eston Design Code SPD • Residential Extensions and Alterations SPD • Landscape Character SPD • Design of Residential Areas SPD • Affordable Housing SPD • Shop Fronts and Advertisements SPD • Skelton and Brotton Neighbourhood Development Plan SPD <p>The Government abandoned the term Local Development Framework through its recent reforms under the Localism Act.</p> |
| <p>Local Development Order (LDO)</p> | <p>An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.</p> |
| <p>Local Development Scheme (LDS)</p> | <p>The Local Development Scheme sets out the Council's project plan for the preparation of planning documents. It lists the local development</p> |

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| | documents to be prepared and provides a timetable for producing them. Under the Localism Act there is no longer a requirement for these to be approved by the Secretary of State. |
| Local Economic Assessment (LEA) | A Local Economic Assessment (LEA) provides a profile of the local economy and a common economic evidence base for use by businesses, public sector bodies and the Government. It gives a detailed understanding of economic strengths, opportunities and challenges and can be used to help guide planning and investment strategies and promote greater partnership working in delivering shared aspirations. |
| Local Enterprise Partnership (LEP) | A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. |
| Local Nature Partnership | A body, designated by the Secretary of State for Environment Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. |
| Local Plan | The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan document adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies saved under the 2004 Act. |
| Local Planning Authority (LPA) | The public authority whose duty it is to carry out specific planning functions for a particular area. All references to LPAs apply to the district council, London Borough Council, county council, Broads Authority, National Park Authority and Greater London Authority, to the extent appropriate to their responsibilities. |
| Local Strategic Partnership (LSP) | The stakeholders involved in the production of a Sustainable Community Strategy. |

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| Major Hazards | Major hazard installations and pipelines, licensed explosive sites and nuclear installations, around which Health and Safety Executive (and Office for Nuclear Regulation) consultation distances to mitigate the consequences to public safety of major accidents may apply. |
| Material Consideration | Any factor relevant to the determination of a planning application. |
| Minerals of local and national importance | Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including hydrocarbons), tungsten, kaolin, ball clay, potash and local minerals of importance to heritage assets and local distinctiveness. |
| National Planning Policy Framework (NPPF) | This sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities. |
| National Trails | Long distance routes for walking, cycling and horse riding. |
| Natura 2000 Sites | The Natura 2000 network comprises sites of nature conservation value that benefit from statutory protection at the European level. These sites include: Special Areas of Conservation (SACs) and candidate Special Areas of Conservation (cSACs) [designated under the EC Habitats Directive]; Special Protection Areas (SPAs) and potential Special Protection Areas (pSPAs) [designated under the EC Birds Directive]. |
| Neighbourhood Development Plans | Plans prepared by a Parish Council or a Neighbourhood Forum for a particular neighbourhood. |

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| Open Space | All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. |
| Original Building | A building as it existed on 1st July 1948 or, if constructed after 1st July 1948, as it was built originally. |
| Out of Centre | A location which is not in or on the edge of a centre but not necessarily outside the urban area. |
| Out of Town | A location out of centre that is outside the existing urban area. |
| Planning and Compulsory Purchase Act 2004 | The Act which sets out the requirement to produce a Local Development Framework. |
| Planning Condition | A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. |
| Planning Inspector | Someone employed by the Planning Inspectorate, an independent agency of Government appointed by the Secretary of State to preside over inquiries into development plans and rule on planning appeals. The appropriateness of planning policies are considered by the Inspector, taking into account public consultation responses. |
| Playing field | The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010. |
| Planning Policy Guidance/Statements (PPG/PPS) | Statements of national planning policy produced by the Government under the 2004 Act. These have now mostly been replaced by the National Planning Policy Framework. |
| Preferred Options | This was previously a stage in plan preparation which followed the Issues and Options stage. It set out the preferred approach the authority was taking following |

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| | consideration of the evidence and public consultation. Changes to the regulations in 2008 removed this stage. |
| Previously Developed Land (PDL) | Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. |
| Primary Shopping Area | Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage). |
| Primary and Secondary shopping frontages | Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. |
| Priority Habitats and Species | Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006. |
| Programme Officer | The Programme Officer is independent of the local authority and performs the liaison between the Planning Service, the Public and the appointed Inspector. His/her main function is to assist the Inspector in all procedural and administrative aspects of the Public Examination. |
| Policies Map | An Ordnance Survey based map, which geographically explains the policies and proposals in the Development Plan Documents. |

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| Public Examination | The independent scrutiny of the Local Plan or Development Plan Document, considering public consultation responses. |
| Ramsar sites | Wetlands of international importance, designated under the 1971 Ramsar Convention. |
| Regional Planning Guidance (RPG) | A regional planning policy document which provided a regional spatial strategy within which local authority development plans and Local Transport Plans (LTPs) were prepared. Under the Localism Act RPG has been revoked. |
| Regional Spatial Strategies (RSS) / Regional Strategy (RS) | Regional Spatial Strategy (RSS) was prepared by a regional planning body. The regional spatial strategy was intended to set out the policies in relation to the development and use of land in a region. Under the Localism Act all RSS were revoked. |
| Renewable and low carbon energy | Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). |
| Rural Exception Sites | Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. |
| Setting of a Heritage Asset | The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. |

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| Shoreline Management Plan | A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes. |
| Site allocations and policies | Identified specific sites for particular uses, such as housing, employment, retail, and open space that will deliver the aims and vision of the Local Plan through its policy framework. |
| Site of Special Scientific Interest (SSSI) | Sites designated by Natural England under the Wildlife and Countryside Act 1981. |
| Social Rented Housing | Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Community Agency. |
| Soundness | Soundness means founded on a robust and credible evidence base. For a DPD to be sound it must be positively prepared (to meet development needs) justified, effective (deliverable) and consistent with national policy. |
| Special Areas of Conservation (SAC) | Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010. |
| Special Protection Areas (SPA) | Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. |
| Statement of Community Involvement (SCI) | The Statement of Community Involvement sets out how Redcar & Cleveland Borough Council intends to involve the community in the planning system. This includes involvement in the preparation of plans, and the determination of planning applications. |
| Statutory | Required by law (statute), usually through an Act of Parliament. |

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| Strategic Environmental Assessment (SEA) | A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. |
| Strategic Gap | Areas identified to maintain the separate identity and character of individual settlements and to prevent the coalescence of these settlements with the main built up area. |
| Strategic Flood Risk Assessment (SFRA) | Strategic Flood Risk Assessment (SFRA) provides information on the probability of flooding, such as that from rivers, groundwater sources and sewers. It also takes into account the impacts of climate change. |
| Strategic Housing Land Availability Assessment (SHLAA) | The purpose of the Strategic Housing Land Availability Assessment (SHLAA) is to identify sites which may be suitable for housing development over the next 15 year. Each site within the SHLAA has been assessed to establish whether it is likely to be suitable for housing development and, if so, when it might come forward for development. In addition, landowners, agents and house-builders, public and private bodies and members of the public may suggest other sites. Only land in the more sustainable locations will be included in the SHLAA. The SHLAA is not a policy document and does not determine whether housing will be built on any particular site, but merely undertakes a technical exercise on the availability of land in the borough. |
| Strategic Housing Market Assessment (SHMA) | A study of the way the housing market works in any particular area. It looks into the type of households living in the area, where they work and what sort of housing they live in. It attempts to estimate future housing needs across the area, broken down by tenure and size of housing. |
| Structure Plan | A countywide planning policy document prepared under the Town and Country Planning Act 1990. Under the Localism Act Structure Plans were revoked. |

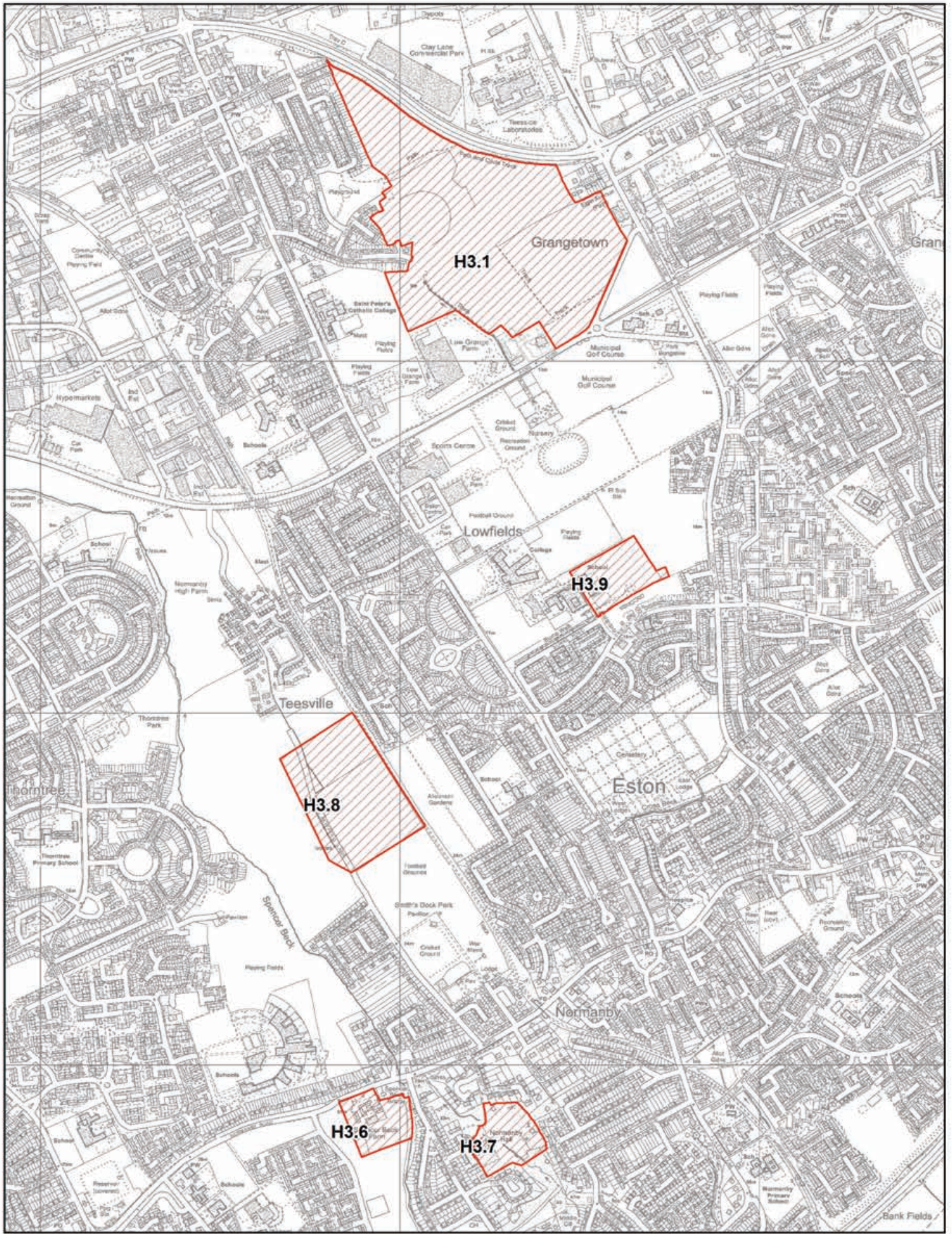
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| Submission | The final stage in the preparation of Local Development Documents when they are submitted to the Secretary of State for independent examination by a Government appointed Planning Inspector. |
| Supplementary Planning Documents (SPD) | Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. |
| Supplementary Planning Guidance (SPG) | A document, produced under the old planning system that sets out how the council intends to implement planning policy. |
| Sustainability Appraisal (SA) | An appraisal of the social, economic and environmental effects of a plan to ensure it reflects sustainable development objectives. Sustainability appraisal is required for all development plan documents. |
| Sustainable Development | <p>Resolution 42/187 of the United Nations General Assembly definition - Development which can be accommodated to meet the needs of the present without compromising the ability of future generations to meet their own needs.</p> <p>UK Sustainable Development Strategy "Securing the Future" sets out five "guiding Principles": living within the planet's environmental limits; ensuring a strong healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.</p> <p>The purpose of the planning system is to contribute to the achievement of sustainable development, encompassing an understanding of the impact of development on economic, social and environmental and factors.</p> |
| Sustainable Drainage Systems (SuDS) | Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS). |

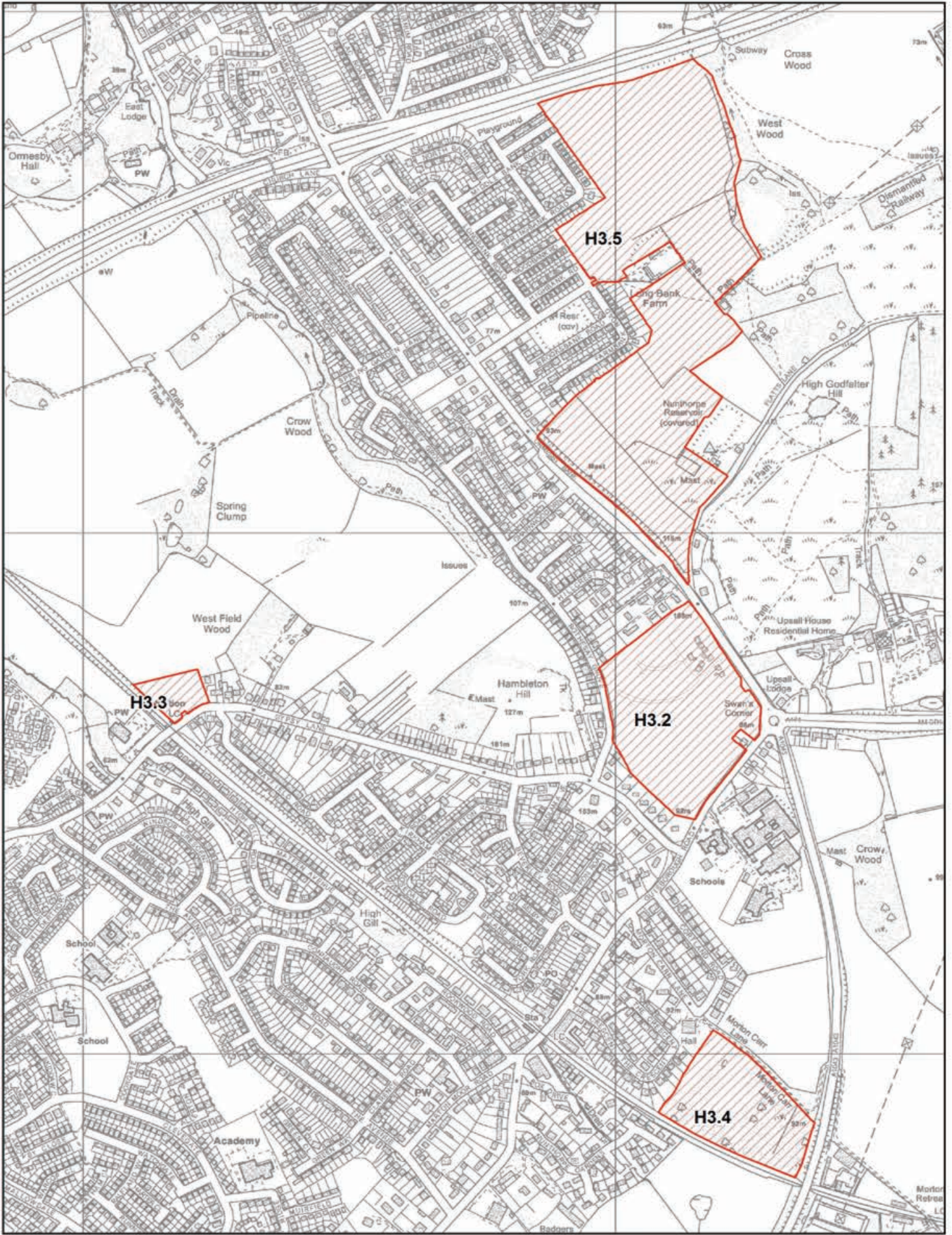
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| Sustainable Transport Modes | Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport. |
| Town Centre | Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres. |
| Transport Assessment | A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. |
| Transport Statement | A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required. |
| Travel Plan | A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. |
| Viability Assessment | A viability assessment examines whether different types of development are likely to prove financially viable when taking into account a range of different factors such as location, type of site, size of scheme and scale of contributions to infrastructure and facilities. |
| Water Framework Directive (WFD) | European Union legislation that requires all countries throughout the EU to manage the water environment to consistent standards. |

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| Windfall Sites | Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available. |
| Written Representations | An informal type of independent scrutiny where representations are provided in writing for the Inspector to consider and make a decision. |



Appendix 3: Proposed Site Allocations



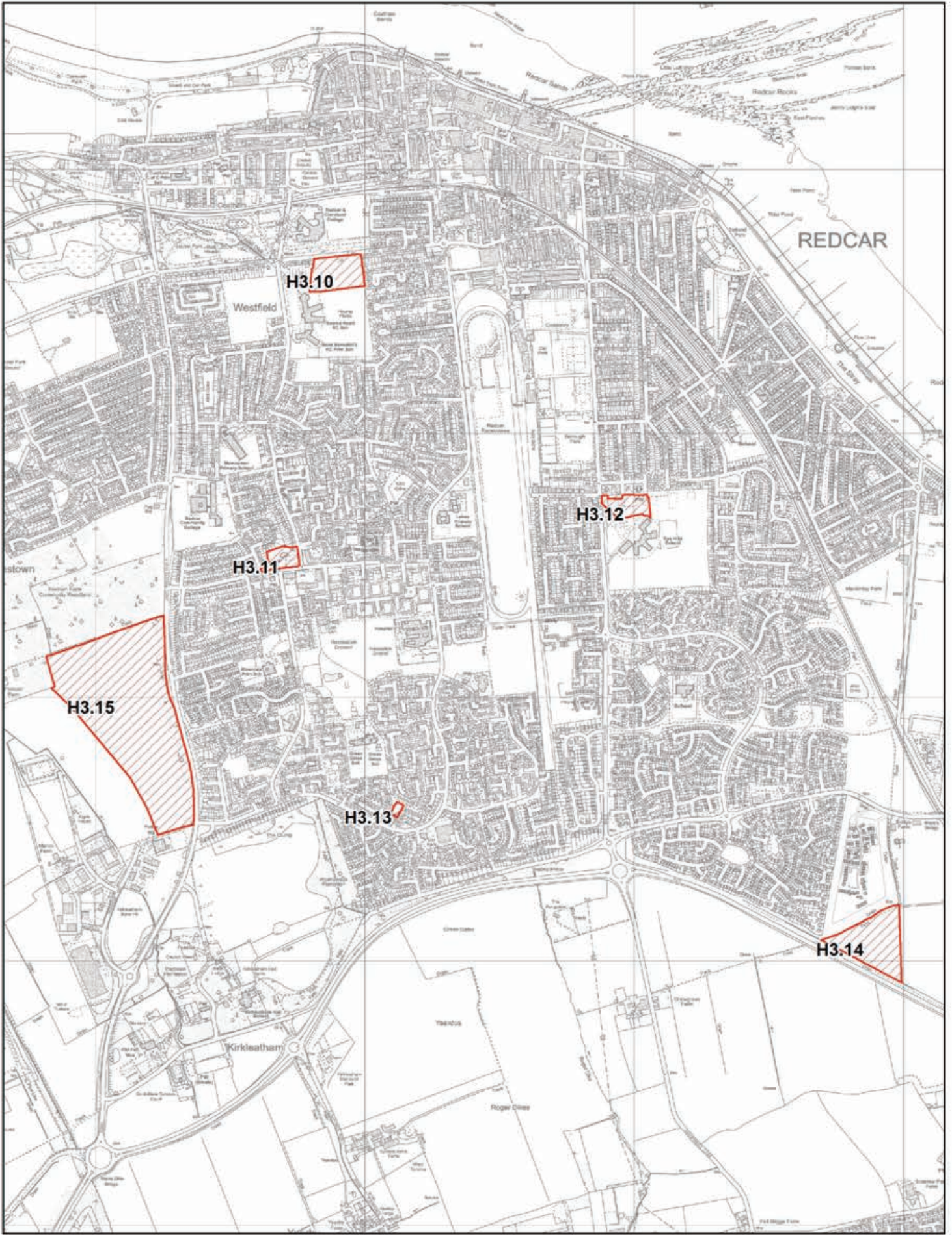


**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
Scale = 1:9,532 DWG No: PLNG745-02

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**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
Scale = 1:18,785 DWG No: PLNG745-03

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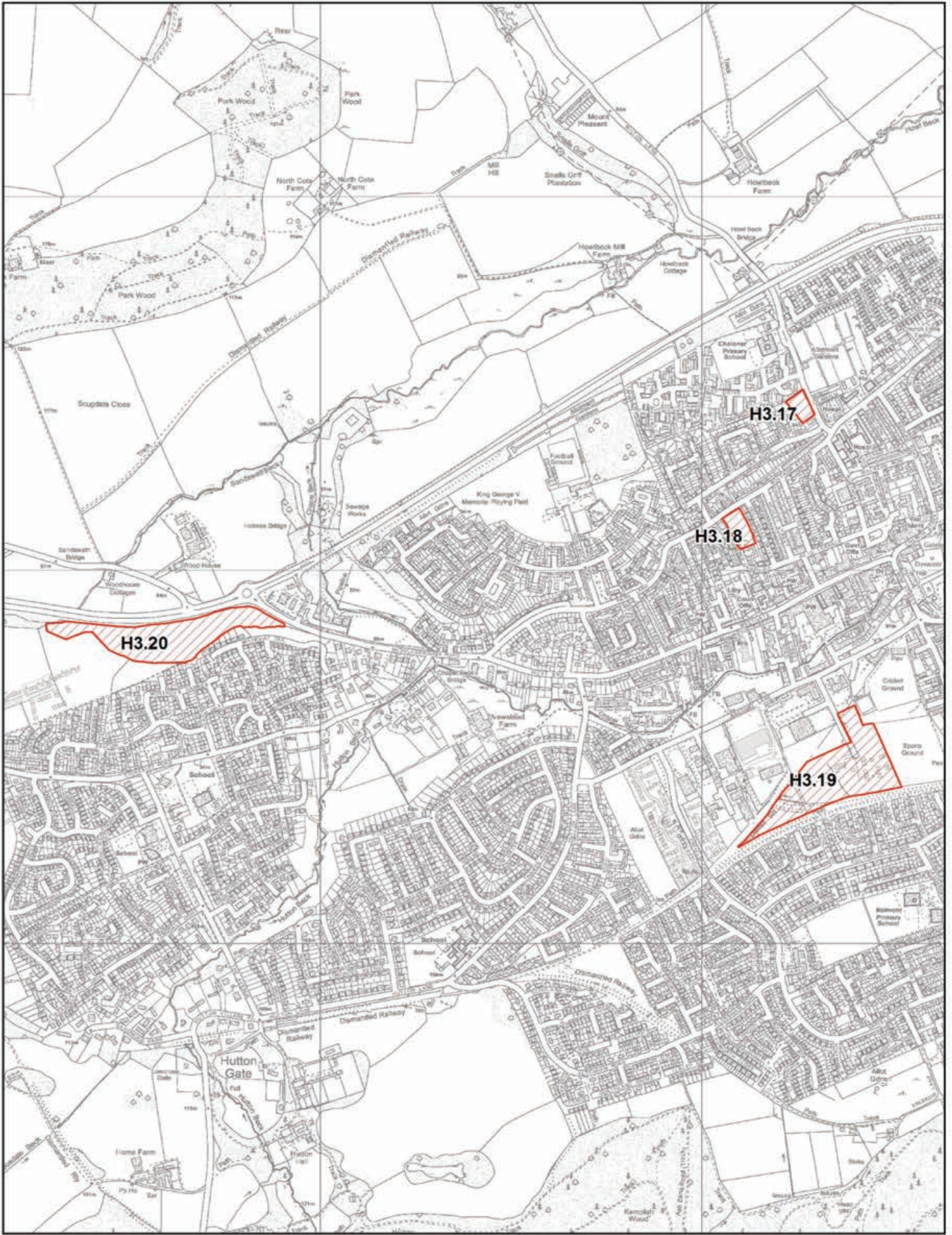


**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
Scale = 1:10,000 DWG No: PLNG745-04

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**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
Scale = 1:13,265 DWG No: PLNG745-05

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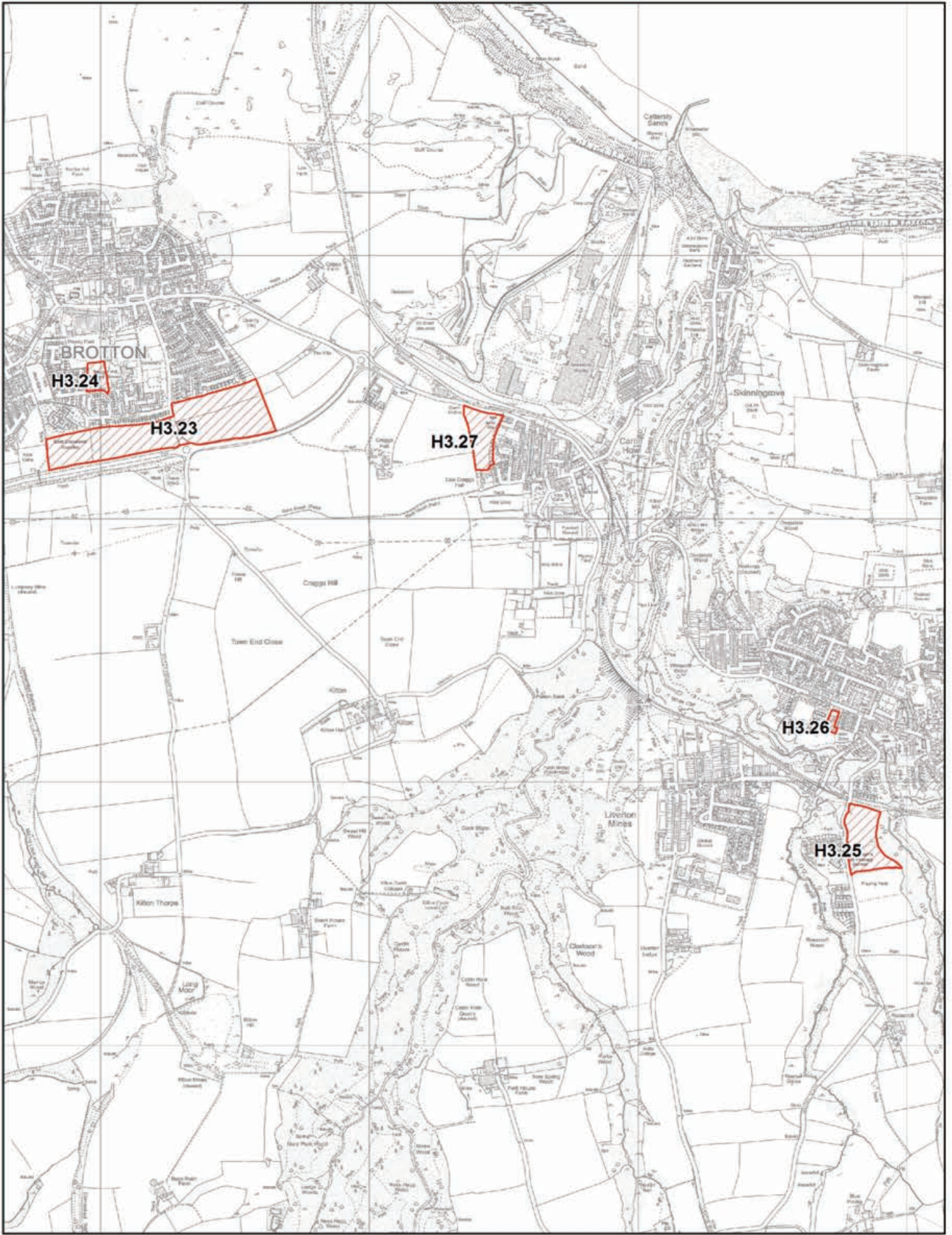


**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
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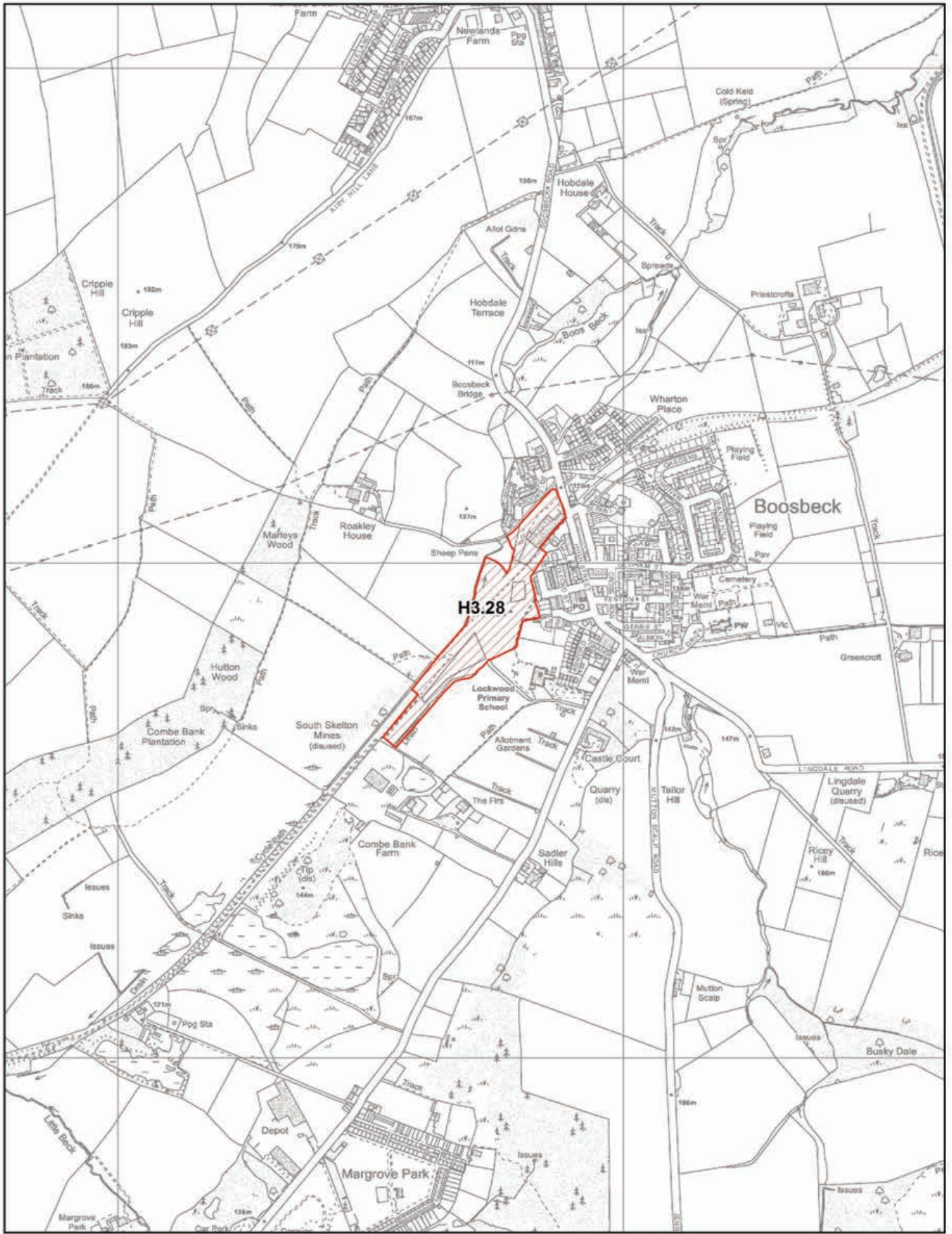


**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



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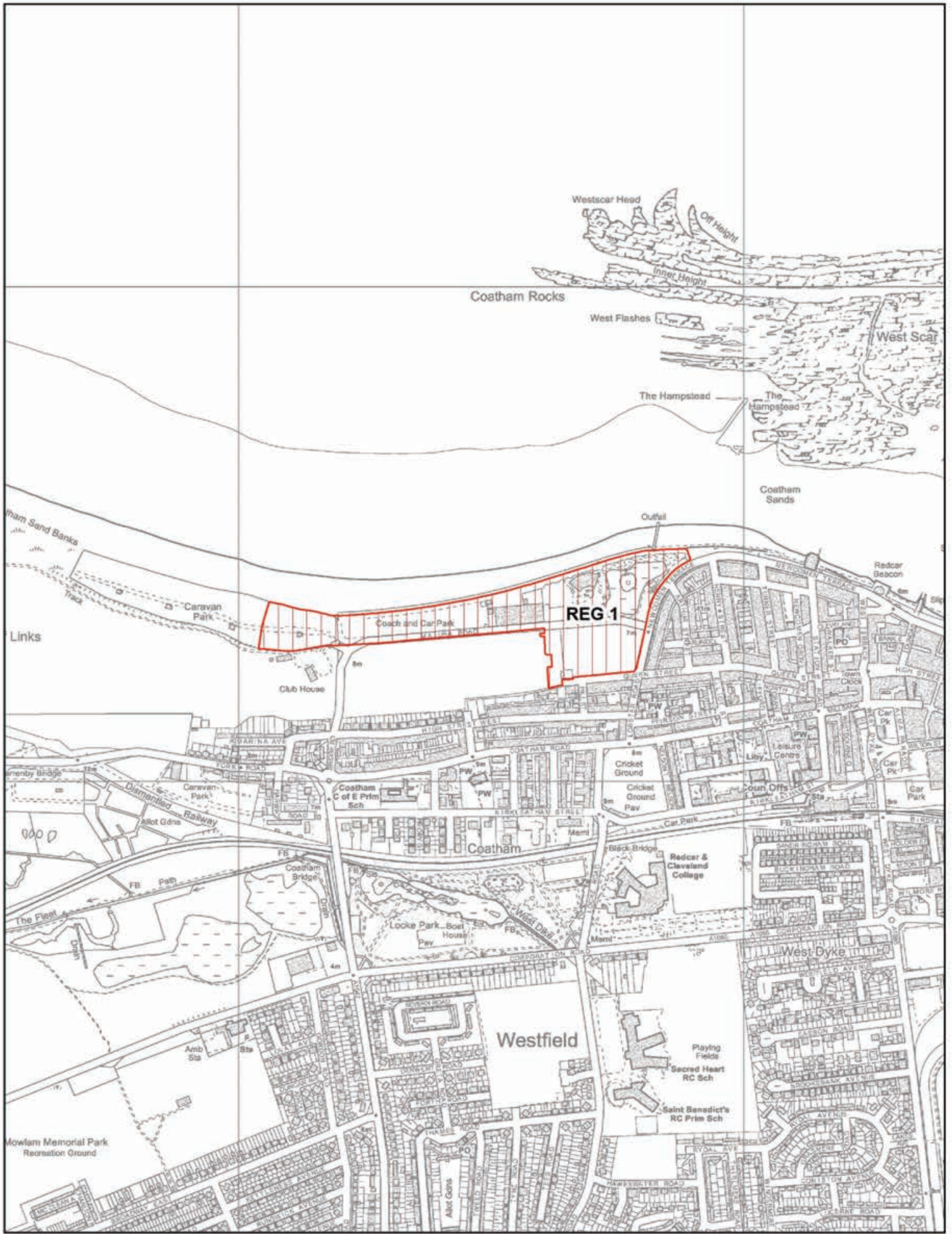


**Redcar & Cleveland Local Plan 2018
H 3 Housing Allocations**



Date: April 2018 Drawn by: DM
Scale = 1:10,000 DWG No: PLNG745-08

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**Redcar & Cleveland Local Plan 2018
REG 1 Coatham**



Date: April 2018 Drawn by: DM
Scale = 1:10,000 DWG No: PLNG745-09

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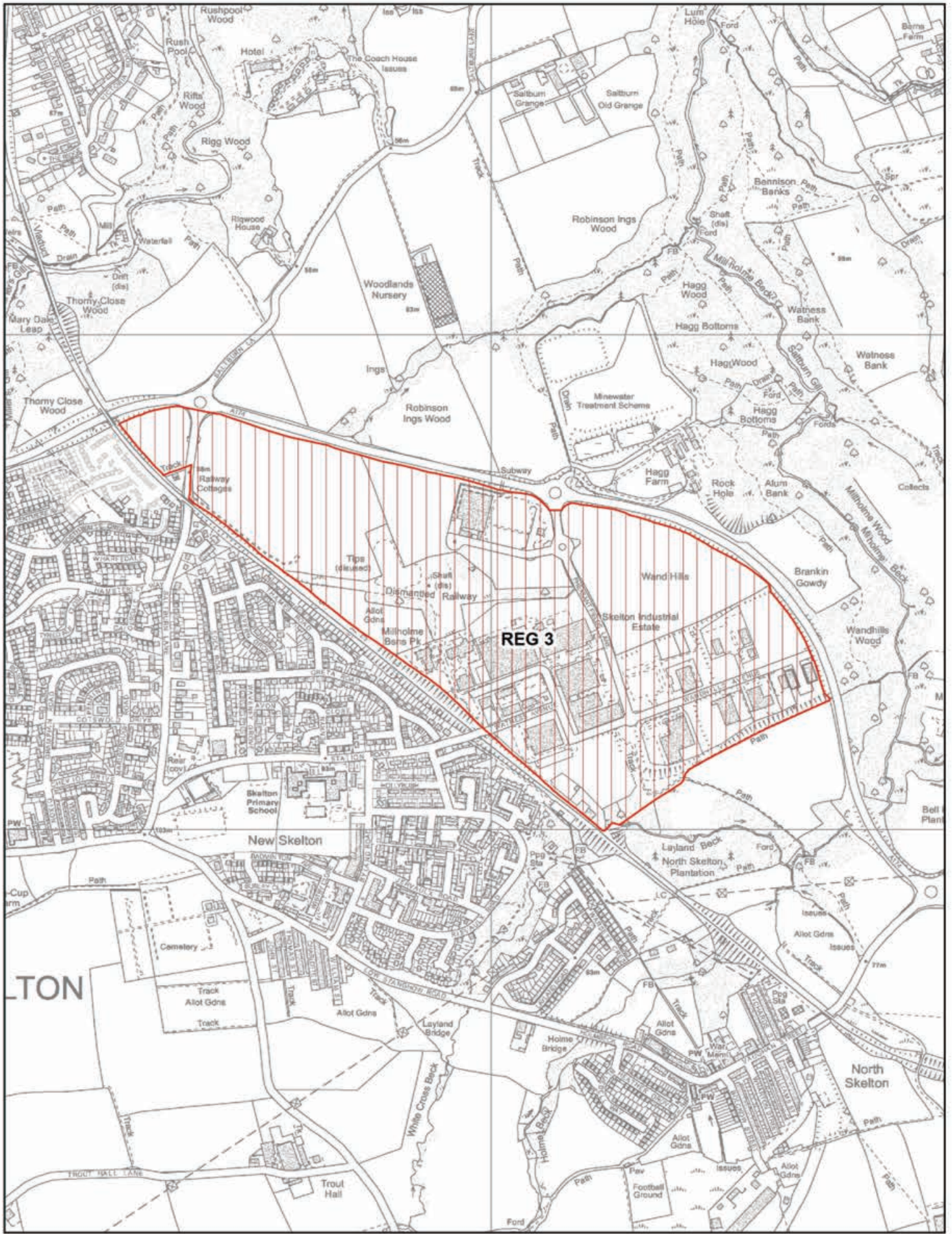


Redcar & Cleveland Local Plan 2018
REG 2 Kirkleatham



Date: April 2018 Drawn by: DM
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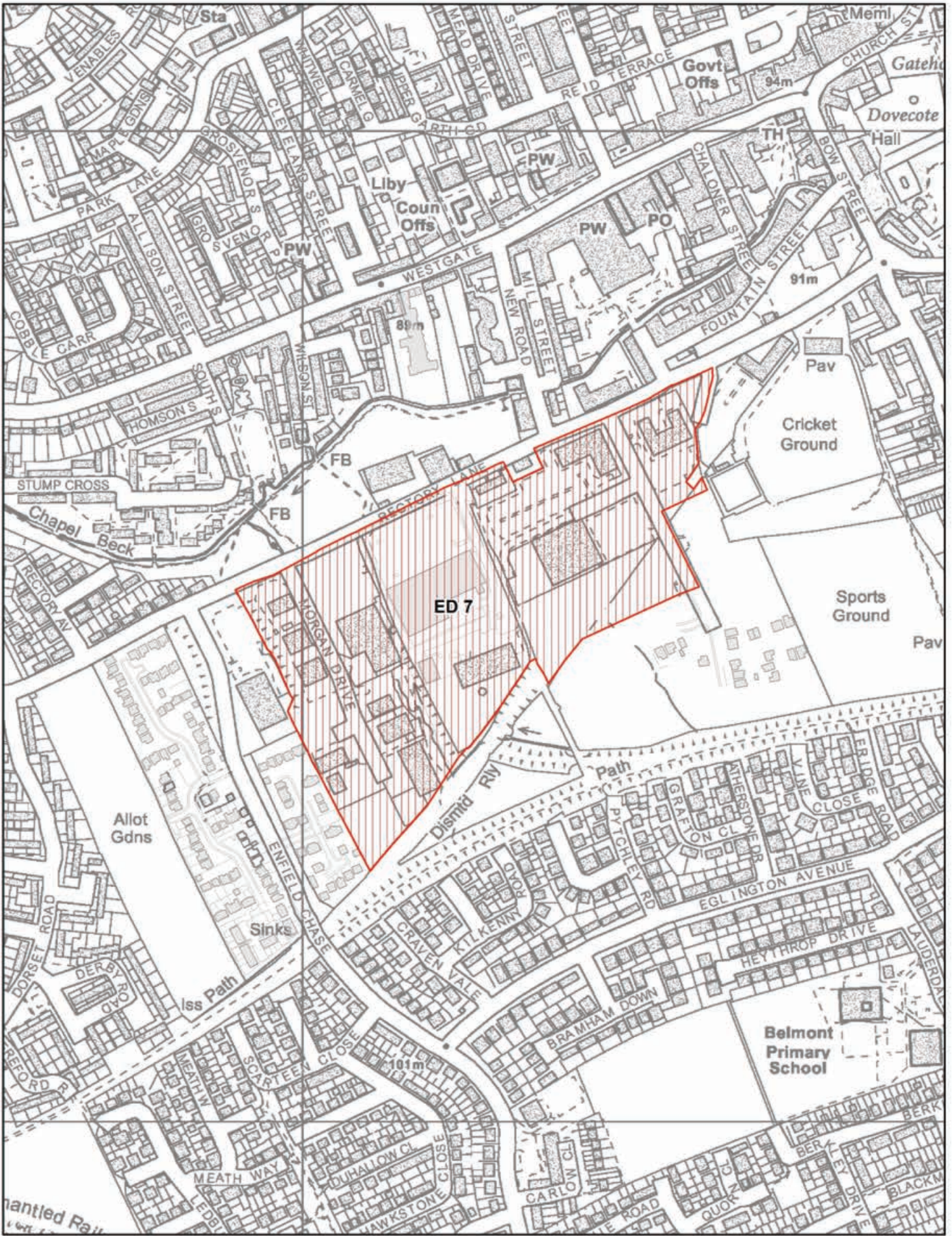


**Redcar & Cleveland Local Plan 2018
REG 3 Skelton**



Date: April 2018 Drawn by: DM
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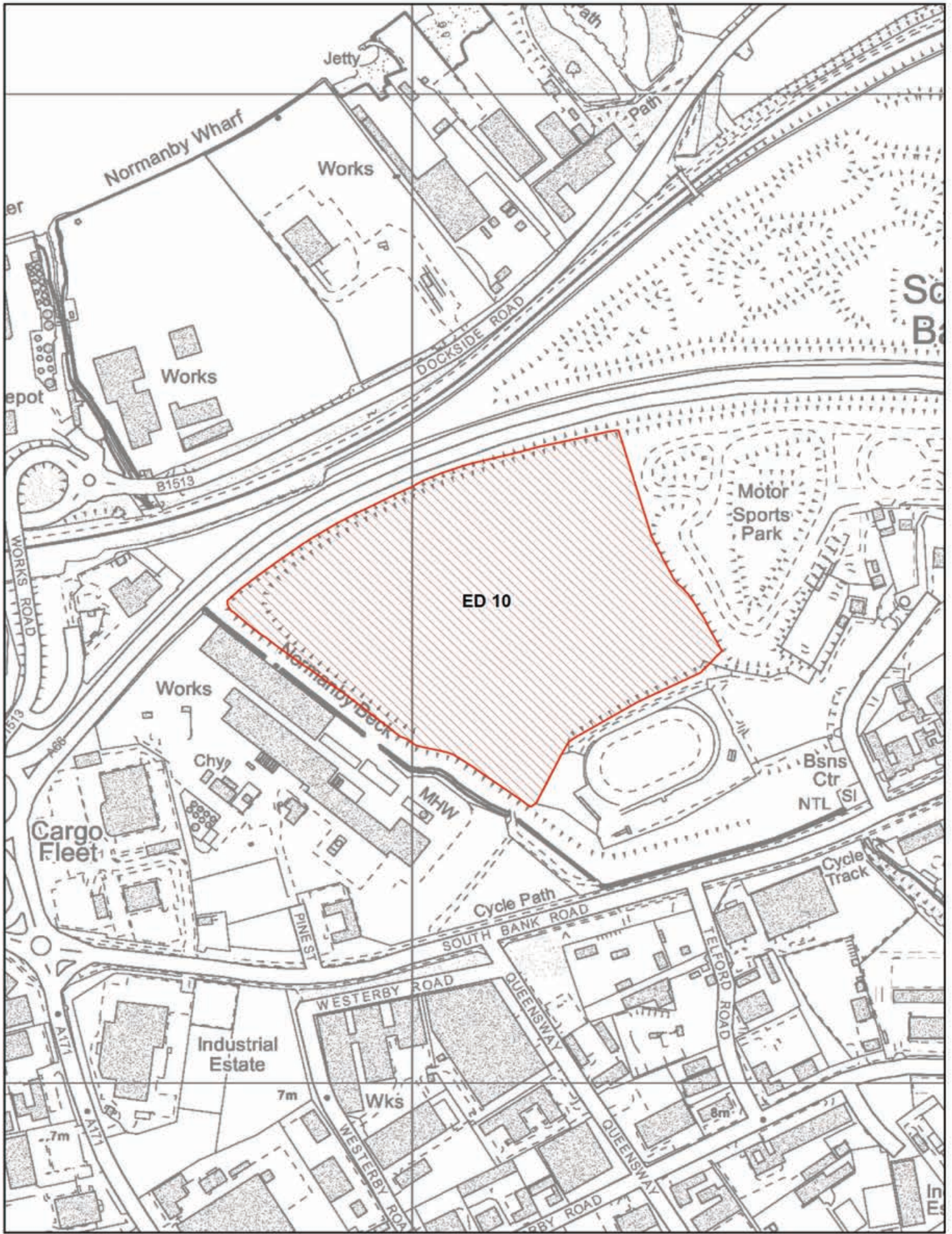


Redcar & Cleveland Local Plan 2018
ED 7 Cleveland Gate & Morgan Drive
Mixed Commercial Development



Date: April 2018 Drawn by: DM
 Scale = 1:5,000 DWG No: PLNG745-12

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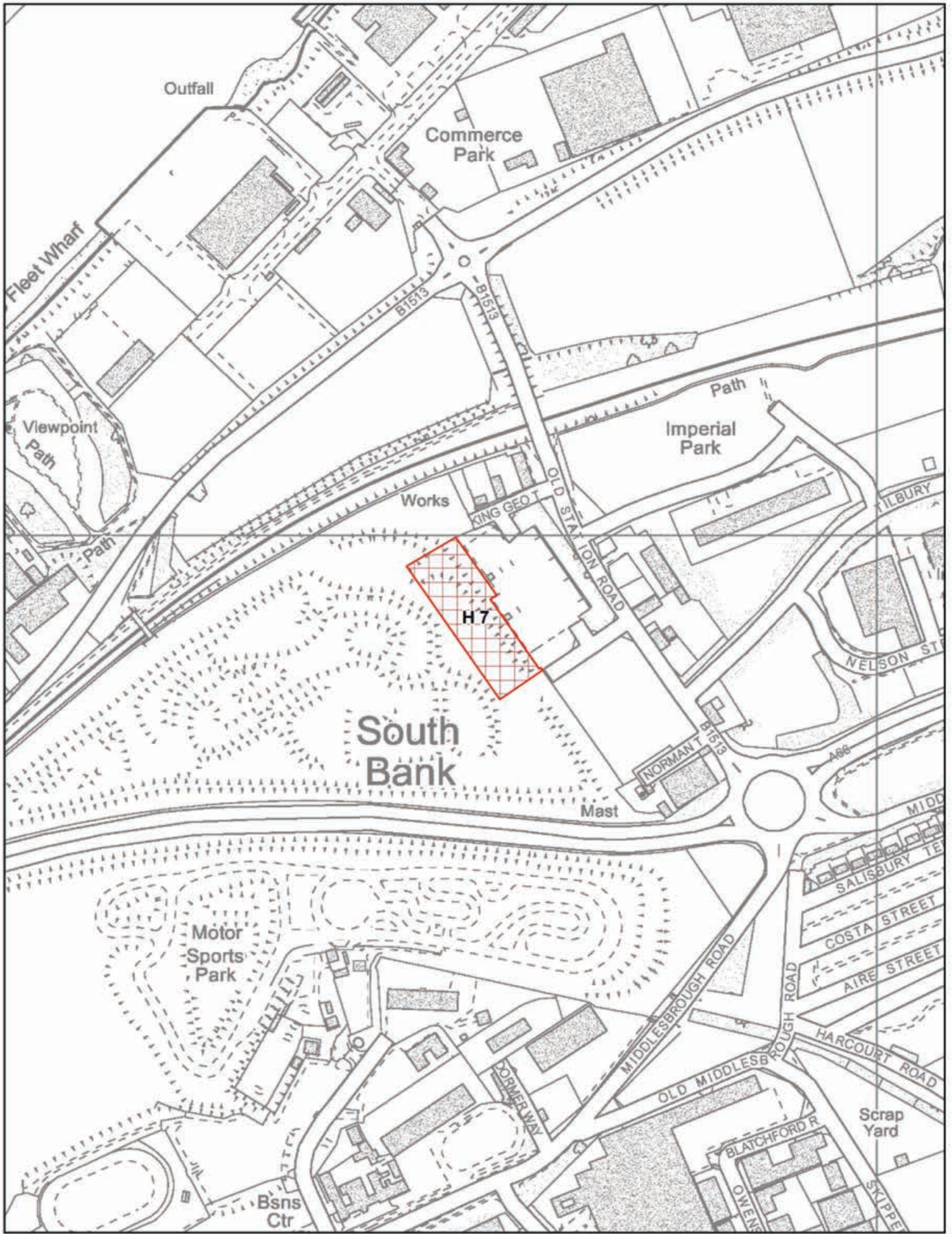


**Redcar & Cleveland Local Plan 2018
ED 10 South Tees Motorsports Area**



Date: April 2018 Drawn by: DM
Scale = 1:5,000 DWG No: PLNG745-13

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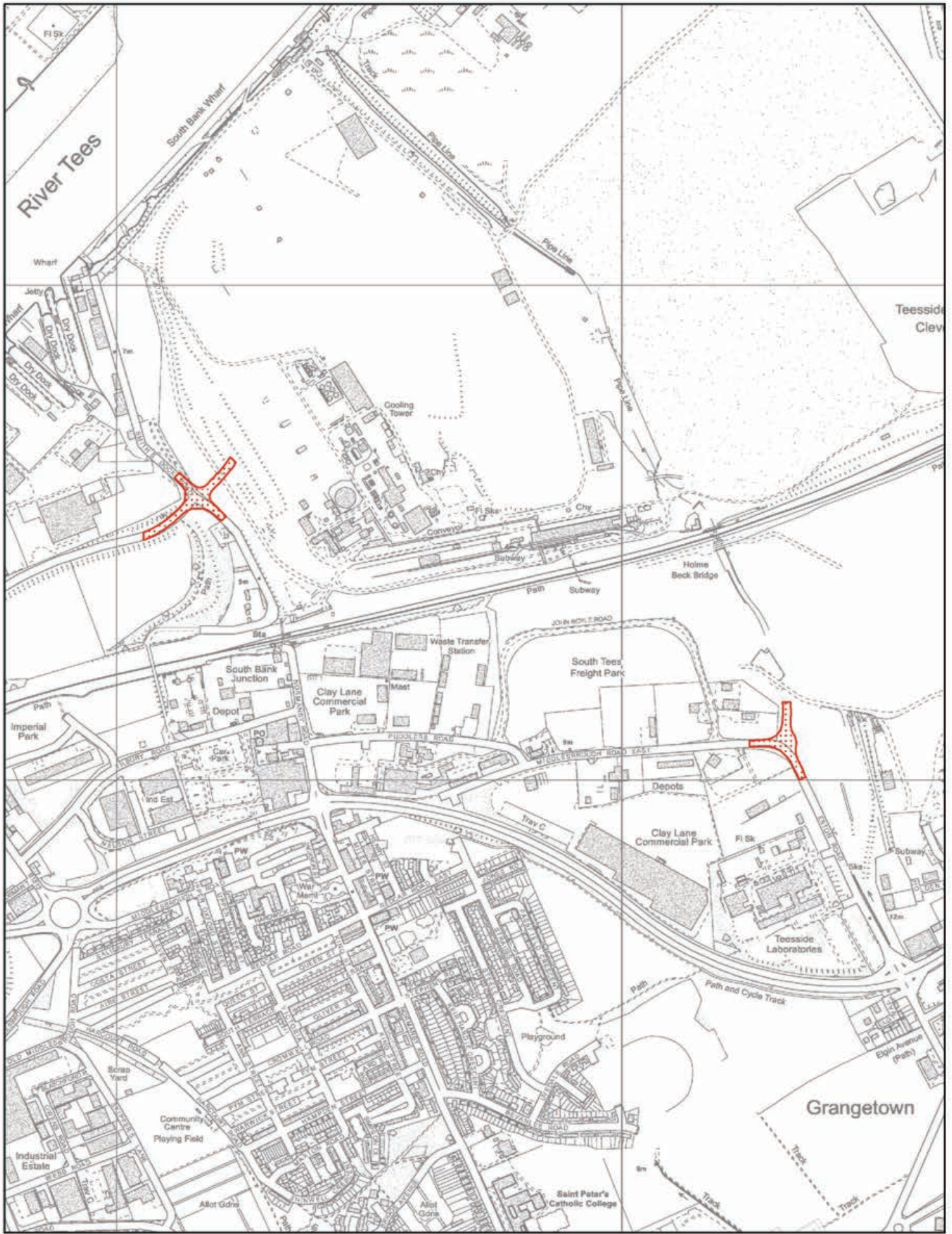


Redcar & Cleveland Local Plan 2018
H 7 Gypsy, Traveller and travelling
Showpeople Accommodation



Date: April 2018 Drawn by: DM
 Scale = 1:5,000 DWG No: PLNG745-14

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**Redcar & Cleveland Local Plan 2018
TA 3 Extension to Docks Road**



Date: April 2018 Drawn by: DM
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Appendix 4: Housing Delivery Schedule

| Site | Location | 2017/ 2018 | 2018/ 2019 | 2019/ 2020 | 2020/ 2021 | 2021/ 2022 | 2022/ 2023 | 2023/ 2024 | 2024/ 2025 | 2025/ 2026 | 2026/ 2027 | 2027/ 2028 | 2028/ 2029 | 2029/ 2030 | 2030/ 2031 | 2031/ 2032 | Total |
|-----------------------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Current Developments | | | | | | | | | | | | | | | | | |
| High Farm | Teesville | 18 | 25 | 30 | 27 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| Fabian Place | Eston | 28 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| Wheatlands Chase | Redcar | 35 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| Scholars Park | Redcar | 35 | 35 | 35 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| Havelock Park | Redcar | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Rowan Garth | Redcar | 35 | 35 | 35 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| The Willows | Marske | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Marske Mill Lane | Saltburn | 5 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Enfield Mews | Guisborough | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Pine Walk | Guisborough | 59 | 48 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Galley Hill | Guisborough | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 |
| Beckside Gardens | Guisborough | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Foxdale | Guisborough | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |

| Site | Location | 2017/ 2018 | 2018/ 2019 | 2019/ 2020 | 2020/ 2021 | 2021/ 2022 | 2022/ 2023 | 2023/ 2024 | 2024/ 2025 | 2025/ 2026 | 2026/ 2027 | 2027/ 2028 | 2028/ 2029 | 2029/ 2030 | 2030/ 2031 | 2031/ 2032 | Total |
|-------------------------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Morton Carr Lane | Nunthorpe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 0 | 30 |
| Longbank Farm | Ormesby | 0 | 0 | 10 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 30 | 0 | 0 | 0 | 320 |
| Spencerbeck Farm | Ormesby | 0 | 0 | -21 | 15 | 30 | 30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| Normanby Hall | Normanby | 0 | 0 | 0 | 0 | 0 | 5 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Normanby High Farm | Normanby | 0 | 0 | 0 | 0 | 0 | 15 | 30 | 30 | 30 | 30 | 15 | 0 | 0 | 0 | 0 | 150 |
| Land at Eston Park School | Eston | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 20 | 20 | 20 | 10 | 0 | 0 | 0 | 0 | 100 |
| Corporation Road | Redcar | 0 | 0 | 0 | 0 | 0 | 15 | 30 | 30 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| St Hilda's Church | Redcar | 0 | 0 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Land adjacent Ryehills School | Redcar | 0 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Grosmont Close | Redcar | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Land at Mickle Dales | Redcar | 0 | 0 | 0 | 0 | 0 | 15 | 35 | 35 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| West of Kirkleatham Lane | Redcar | 0 | 0 | 25 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 25 | 0 | 550 |
| Marske Road | Saltburn | 15 | 35 | 35 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Wilton Lane | Guisborough | 0 | 0 | 4 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |

| Site | Location | 2017/ 2018 | 2018/ 2019 | 2019/ 2020 | 2020/ 2021 | 2021/ 2022 | 2022/ 2023 | 2023/ 2024 | 2024/ 2025 | 2025/ 2026 | 2026/ 2027 | 2027/ 2028 | 2028/ 2029 | 2029/ 2030 | 2030/ 2031 | 2031/ 2032 | Total |
|-------------------------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| Park Lane | Guisborough | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 |
| Cleveland Gate | Guisborough | 15 | 30 | 30 | 30 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| Land at Galley Hill | Guisborough | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 35 | 0 | 0 | 0 | 50 |
| Home Farm | Skelton | 0 | 10 | 20 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Stanghow Road | Skelton | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Kilton Lane | Brotton | 0 | 0 | 0 | 0 | 0 | 15 | 25 | 25 | 25 | 30 | 30 | 30 | 30 | 30 | 30 | 270 |
| Newbury Road | Brotton | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Former Rosecroft School | Loftus | 0 | 0 | 0 | 10 | 20 | 20 | 20 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Former Handale School | Loftus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 10 |
| Low Cragg Hall Farm | Carlin How | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 20 | 16 | 0 | 0 | 0 | 46 |
| Abattoir Site & Adjacent Land | Boosbeck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 15 | 20 | 20 | 4 | 0 | 0 | 0 | 69 |
| Skelton Regeneration Site | Skelton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 20 | 20 | 25 | 30 | 30 | 30 | 30 | 200 |
| Total | | 444 | 454 | 521 | 548 | 480 | 417 | 422 | 438 | 321 | 285 | 315 | 315 | 205 | 185 | 157 | 5,507 |

Appendix 5: Relevant Legislation, Policies and other Planning Documents

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| <p>Legislation</p> <p>Acts of Parliament</p> <ul style="list-style-type: none">• Caravan Sites and Control of Development Act 1960• Countryside and Rights of Way Act 2000• Enterprise and Regulatory Reform Act 2013• Environment Act 1995 - Act• Environmental Protection Act 1990• Equality Act 2010• Growth and Infrastructure Act 2013• Housing Act 1996• Housing Act 2004• Housing and Planning Act 2016• Housing and Regeneration Act 2008• Human Rights Act 1998• Infrastructure Act 2015• Local Democracy, Economic Development and Construction Act 2009• Localism Act 2011• National Parks and Access to the Countryside Act 1949• Natural Environment and Rural Communities Act 2006• Planning (Hazardous Substances) Act 1990• Planning (Listed Buildings and Conservation Areas) Act 1990 | <p>All available at: http://www.legislation.gov.uk/</p> |
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| <ul style="list-style-type: none"> • Planning Act 2008 • Planning and Compensation Act 1991 • Planning and Compulsory Purchase Act 2004 • Pollution Prevention and Control Act 1999 • Town and Country Planning Act 1990 <p>Regulations</p> <ul style="list-style-type: none"> • The Conservation of Habitats and Species Regulations 2010 (as amended) • The Environmental Assessment of Plans and Programmes Regulations 2004 • The Town and Country Planning (Local Planning) (England) Regulations 2012 | <p>http://planningguidance.communities.gov.uk/ https://www.planningportal.co.uk/directory/3/policy_and_legislation/category/10/categoryInfo/8</p> |
| <p><u>National Policy and Guidance</u></p> <ul style="list-style-type: none"> • National Planning Policy Framework • Planning Practice Guidance • Planning Policy for Traveller Sites <p>Minerals</p> <ul style="list-style-type: none"> • Minerals Marine Guidance 1 & 2 • Minerals Planning Guidance 15 | |
| <p><u>Tees Valley Combined Authority Documents</u></p> <ul style="list-style-type: none"> • TV Housing Strategy | <p>https://teesvalley-ca.gov.uk/</p> |

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| <ul style="list-style-type: none"> ● TV Strategic Economic Plan ● TV Strategic Infrastructure Plan | |
| <p><u>Local Planning Documents</u></p> <p>Emerging Local Plan</p> <ul style="list-style-type: none"> ● Redcar & Cleveland Local Plan <p>Existing Local Development Framework</p> <ul style="list-style-type: none"> ● Core Strategy DPD (2007) ● Development Policies DPD (2007) ● Interim Hot Food Take-Away Policy (2008) ● LDF Proposals Map ● Tees Valley Joint Minerals & Waste DPDs (2011) <p>Supplementary Planning Documents (SPDs):</p> <ul style="list-style-type: none"> ● Affordable Housing SPD (2011) ● Design of Residential Areas SPD (2011) ● Developer Contributions SPD (2014) ● Greater Eston Design Code SPD (2010) ● Landscape Character SPD (2010) ● Residential Extensions and Alterations SPD (2013) ● Shop Fronts and Advertisements SPD (2012) <p>All available at: http://www.redcar-cleveland.gov.uk/localplan</p> | |

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|---|--|
| <ul style="list-style-type: none"> ● Skelton and Brotton Neighbourhood Development Plan SPD (2013) ● Urban Design Guidelines (2006) | <p><u>Evidence Base</u></p> <p>Housing</p> <ul style="list-style-type: none"> ● 5 Year Housing Land Supply Assessment (2016) ● Gypsy and Traveller Accommodation Assessment (2015) ● Housing Land Supply and Allocations Background Evidence Paper (2016) ● Strategic Housing Land Availability Assessment (2016) ● Strategic Housing Market Assessment Volume 1 (Feb 2016) ● Strategic Housing Market Assessment Volume 2 (Feb 2016) ● Strategic Housing Market Assessment Volume 2 (Update September 2016) <p>Economic Development</p> <ul style="list-style-type: none"> ● Employment Land Review (2016) ● Strategic Retail Leisure and Office Study (2011) ● Tees Valley Hotel Futures Full Report (2009) ● Tees Valley Rural Accommodation Futures Report (2009) <p>Infrastructure</p> |
| | <p>All available at: http://www.redcar-cleveland.gov.uk/localplan</p> |

- Strategic Transport Assessment (2013)
- Draft Infrastructure Delivery Plan (May 2016)

Open Space and Landscape

- Landscape Character Assessment (2006)
- Local Sites (2015)
- Redcar and Cleveland Green Wedge and Strategic Gap Review (2016)
- Redcar and Cleveland Open Space Assessment (2016)
- Review of Development Limits Background Evidence Report (2016)
- TV Green Infrastructure Strategy final version March (2008)

Leisure and Recreation

- Leisure Needs Assessment (2007)
- Redcar and Cleveland Playing Pitch Strategy (2015)

Sustainability Appraisal and Habitats Regulations Assessment

- Sustainability Appraisal and Habitats Regulations Assessment (2016)

Viability

- Affordable Housing Offsite Contributions Study (2013)
- Whole Plan Viability Testing Study (2013)

Flooding

| | |
|--|---|
| | <ul style="list-style-type: none">• Strategic Flood Risk Assessment (2016) <p>Renewable Energy</p> <ul style="list-style-type: none">• Renewable and Low Carbon Study (2015) <p>Minerals</p> <ul style="list-style-type: none">• Tees Valley Local Aggregates Assessment (2016) |
|--|---|

Appendix 6: Policies to be Deleted

The following 'saved' previous Local Plan policies will be deleted upon the adoption of the Local Plan:

| Saved Policy | Policy Name |
|--------------|--|
| IND3 | 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 Road, Redcar |
| L7 | Provision of Recreation Facilities and Amenity Open Space |
| L8 | New Lorry Parks |
| T9 | Rail Halt at the Ings |
| T12 | Disused Rail Lines |
| T15 | New Pedestrian Route in Guisborough |

| Saved Policy | Policy Name |
|--------------|-----------------------|
| T16 | Proposed Cycle Routes |

The following Core Strategy DPD policies will be deleted upon the adoption of the Local Plan:

| Policy | Policy Name |
|--------|---|
| CS1 | Securing a Better Quality of Life |
| CS2 | Locational Strategy |
| CS3 | Spatial Strategy for Greater Eston |
| CS4 | Spatial Strategy for South Tees Employment Area |
| CS5 | Spatial Strategy for Redcar Area |
| CS6 | Spatial Strategy for East Cleveland and the Villages |
| CS7 | Spatial Strategy for Guisborough |
| CS8 | Scale and Location of New Employment Development |
| CS9 | Protecting Existing Employment Areas |
| CS10 | Steel, Chemical and Port-related Industries |
| CS11 | Innovative and New Technologies |
| 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 |

| Policy | Policy Name |
|--------|--|
| 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 |

The following Development Policies DPD policies will be deleted upon the adoption of the Local Plan:

| Policy | Policy Name |
|--------|--|
| DPI | Development Limits |
| DP2 | Site Selection |
| DP3 | Sustainable Design |
| DP4 | Developer Contributions |
| DP5 | Art and Development |
| DP6 | Pollution Control |
| DP7 | Potentially Contaminated and Unstable Land |
| DP8 | Coastal Development |
| DP9 | Conservation Areas |
| DP10 | Listed Buildings |
| DP11 | Archaeological Sites and Monuments |
| DP12 | Advertisements |
| DP13 | Protecting Open Spaces |
| DP14 | Conversion of Existing Buildings in the Countryside |
| DP15 | Replacement of Existing Dwellings in the Countryside |

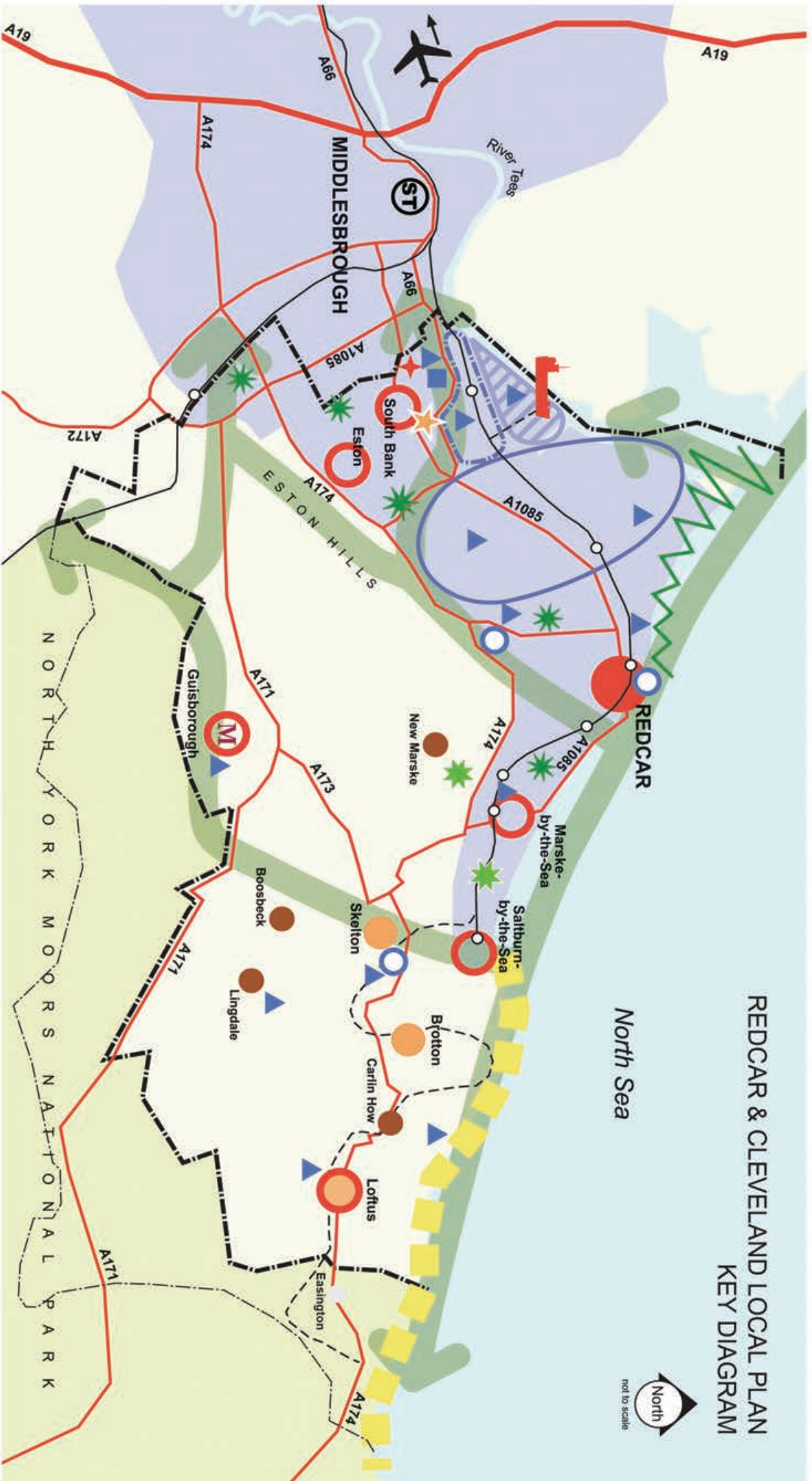
| Policy | Policy Name |
|--------|---|
| DPI6 | Caravan Sites and Tourist Accommodation |
| DPI7 | Farm Diversification |
| DPI8 | Equestrian Development |

Appendix 7: Key Diagram



REDCAR & CLEVELAND LOCAL PLAN KEY DIAGRAM

North Sea



- LEGEND**
- Redcar & Cleveland Borough Council Boundary
 - Local Plan Boundary
 - Urban/Coastal Areas
 - Roads
 - Railway/Station
 - Town Centre
 - District Centre
 - Out-of-Centre Retail Park
 - Rural Service Area
 - Service Village
 - East Cleveland Towns
 - Strategic Housing Sites
 - Strategic Regeneration Sites
 - New Employment Allocations
 - Employment Area
 - Heavy Industry
 - Port
 - Port Area
 - South Tees Business Parks
 - Durham Tees Valley Airport
 - Freight Line
 - Strategic Public Transport Hub
 - Strategic Gaps
 - Green Wedge
 - Heritage Coast
 - Special Protection Area/Ramsar
 - Strategic Green Infrastructure Network



This document is available in alternative formats and in different languages on request. If you need support or assistance to help you read and/or understand this document, please contact the Council on 01642 774774.



**this is
Redcar & Cleveland**

Strategic Planning Team

Directorate of Economic Growth
Redcar & Cleveland House
Kirkleatham Street
Redcar
TS10 1 RT

strategic.planning@redcar-cleveland.gov.uk

Telephone: 01287 612356

www.redcar-cleveland.gov.uk/localplan

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