

THE YORK POTASH HARBOUR FACILITIES ORDER 201X

Statement of Common Ground

Redcar and Cleveland Borough Council (Planning)



Regulation Number 5(2)(q)

Document 9.5

Nathaniel Lichfield & Partners

August 2015

YORKPOTASH
A Sirius Minerals Project





**Nathaniel Lichfield
& Partners**

Planning. Design. Economics.

**THE YORK POTASH HARBOUR FACILITIES
ORDER 201[X]**

STATEMENT OF COMMON GROUND

Between York Potash Limited and Redcar &
Cleveland Borough Council

Document 8.1
Regulation 5(2)(q)
Nathaniel Lichfield & Partners on behalf of York
Potash Limited

19 August 2015

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1.0 **Scope of the document**

1.1 This Statement of Common Ground ("SOCG") relates to an application made by York Potash Limited ("York Potash") to the Planning Inspectorate under Section 37 of the Planning Act 2008 for a Development Consent Order ("DCO"). The Order would authorise the construction and operation of harbour facilities at Bran Sands, Teesside including the construction of a conveyor connecting the harbour to a materials handling facility located within the Wilton International complex ("the Application").

1.2 This SOCG has been prepared and agreed between Nathaniel Lichfield & Partners on behalf of York Potash and Redcar & Cleveland Borough Council to set out the areas of agreement.

1.3 The SOCG covers the following:

- 1 Relevant background documents;
- 2 Parties to the SOCG;
- 3 Description of the site and surroundings;
- 4 Planning history;
- 5 The proposed development;
- 6 Relevant national planning guidance;
- 7 Relevant development plan policies;
- 8 Relevant emerging development plan policies;
- 9 Existing landscape and visual character;
- 10 Redcar & Cleveland Borough Council Section 42 representation and the position subsequently agreed with York Potash

2.0

Background

The York Potash Project

2.1

The proposed harbour forms part of the York Potash Project which involves the creation of a mine for the winning and working of polyhalite together with the necessary infrastructure required for the subsequent distribution of the mineral. The project principally comprises the following:

- 1 The mine with surface infrastructure to be located at Dove's Nest Farm near Whitby;
- 2 A mineral transport system, being a 36.5km long tunnel with conveyor to transport the polyhalite from the mine to the Wilton facility at Teesside;
- 3 A materials handling facility at Wilton; and,
- 4 Harbour facilities at Teesside linked to the materials handling facility by a conveyor system.

2.2

The proposals for the mine and mineral transport system formed part of an identical planning application submitted to Redcar & Cleveland Borough Council and North York Moors National Park Authority. The applications were taken to the Planning Committees in April and July 2015 respectively, with both Committees delegating authority to Officers to grant approval subject to the agreement of outstanding matters. A decision on the materials handling facility has been delegated to Officers at Redcar & Cleveland Borough Council. York Potash is engaged in ongoing discussion with both Councils to enable the issue of these consents.

2.3

With regard to other development works associated with the project, Scarborough Borough Council resolved to grant planning permission in April 2015 for a temporary park and ride facility and construction village at a site south east of Whitby, off Stainsacre Lane. It is expected that this consent will be issued by the Council in August 2015. A variation of condition application submitted by North Yorkshire County Council to North York Moors National Park Authority proposing alterations to the layout and landscape design of the existing Cross Butts Park and Ride Facility at the junction of the A171 Whitby Road and B1460 Sandsend Road west of Whitby was approved in July 2015. This will enable the provision of an additional 180 car parking spaces and extension to the operating hours to meet the requirements of York Potash.

2.4

York Potash has via Nathaniel Lichfield & Partners engaged with Redcar & Cleveland Borough Council in relation to the Application throughout the pre-application process.

3.0 **Matters of Agreement**

Description of the Application Site and its Surroundings

The Application Site

- 3.1 The site of the proposed harbour facilities extends to an area of approximately 92.44 ha from the Wilton International complex north-westwards to Bran Sands on the south bank of the River Tees.
- 3.2 The majority of the area included within the boundary is undeveloped and is not in use; albeit the boundary is criss-crossed by infrastructure including roads, rail and pipelines as described further below. Within the broad site boundary is an 'inset' area which is excluded from the site that is the subject of the DCO. This comprises an area of the Bran Sands site which is in part occupied by a sewage treatment works. The remainder of this area forms part of a wider site formally operated by ICI as the Bran Sands landfill. The use ceased in 2007 at which time the waste facility was capped and the surface re-profiled.
- 3.3 The boundary for the site includes an area of the River Tees that will be subject to dredging activities. Pipelines and tunnels are known to cross the river in this area, including the RWE Breagh Onshore Gas Pipeline – a buried pipeline transporting gas from the Breagh Platform in the North Sea to the Teesside Gas Processing Plant located within the Seal Sands area north of the river.
- 3.4 A narrow flat and featureless strip of land separates areas of the foreshore from the Bran Sands Lagoon which occupies a large area within the west of the site. A number of other water bodies are also present, including Dabholm Gut, a drainage channel on the southern boundary of the site into which the local area drains, which includes a small jetty and pumping station adjacent to the estuary. The disused Northumbria Water Ltd sludge jetty occupies a discrete western portion of the site fronting on to the River Tees.
- 3.5 A pipe corridor runs along the south western boundary of the site. The pipe corridor is currently leased to SembCorp. A further corridor of land extends along the northern boundary of the lagoon and follows the northern boundary of the former Bran Sands landfill site and the existing sewage treatment works before heading south and meeting the pipe corridor immediately to the east of the passenger railway line.
- 3.6 A small section of public footpath enters the Bran Sands site from the south and heads in a north-westerly direction before terminating south of Dabholm Gut. A section of the Teesdale Way enters the application site running in a north-easterly direction parallel to the A1085 in between Wilton International complex and Bran Sands.

- 3.7 The western areas of the site comprise a strip of land which extends east and south in to the Wilton International complex. The strip of land is criss-crossed by a number of infrastructure corridors comprising:-
- 1 national railway (passenger line);
 - 2 access road bridge for Sahaviriya Steel Industries UK;
 - 3 national power grid lines;
 - 4 three minor access roads (providing access to various facilities within the Wilton Industrial Estate and Bran Sands area);
 - 5 a hot metal rail route; and
 - 6 the A1085 trunk road.
- 3.8 The area of the application site that extends south into Wilton International complex is largely undeveloped. A watercourse, known as The Mill Race, runs south to north partially within the application site and extends northwards towards the A1085. The remainder of the area comprises largely flat, featureless scrubland.
- 3.9 A plan of the application site showing the on-site water bodies; existing infrastructure; the route of footpaths; and local authority boundaries is included at Appendix 1 of this SOCG.

The Surrounding Area

- 3.10 The site is located adjacent to the Redcar Bulk Terminal Facility and fronts onto the River Tees. The estuarine Tees lies between the towns of Stockton-on-Tees, Hartlepool, Redcar, Middlesbrough and Billingham and the wider area is a well-established deep-water port.
- 3.11 The Tees Valley area has a longstanding industrial heritage and remains one of the UK's main manufacturing regions. The built areas surrounding the site are heavily industrialised. The Northumbria Water Ltd Treatment Plant is located directly adjacent to the site, the SSI Steel Works is to the north and the wider Teesport Industrial Estate further to the south.
- 3.12 Teesport located further south along the river. This was first established in the 1960s and has grown to become one of the busiest ports in the UK and amongst the biggest in Western Europe. It is one of the few natural deep water tidal facilities in the UK. It includes 'roll-on/roll-off' bulk facilities and the Tees Dock Bulk terminal operated by Cleveland Potash for the distribution of potash and salt.
- 3.13 To the east, located approximately 250m away, is the small residential area of Dormanstown.
- 3.14 The nearest road access to the application site is via the A1085 (trunk road) further to the east. A railway line that provides a passenger service between Middlesbrough and Saltburn runs from the south-west to the north-east and lies adjacent to the eastern boundary of the application site. The nearest

passenger station is British Steel Redcar located approximately 400m east of Bran Sands. Both of these transport corridors dissect a section of the application site in between Wilton International complex and Bran Sands.

Site Planning History

- 3.15 The planning history of the application site is presented at Appendix 2. The information has been provided by Redcar & Cleveland Borough Council based on a review of its records.
- 3.16 The significant majority of the planning applications previously considered for land within the application site relate to the development of infrastructure, including various pipelines and associated works.
- 3.17 At Bran Sands, much of the planning history relates to the NWL sewage treatment works. Also, the information confirms that permission was granted for the doming and capping of the completed landfill site in July 2001. Details on the development history of the lagoon are not available.
- 3.18 There is limited development planning history on the application site within the Wilton International complex. Planning permission was granted in April 2006 for the erection of a Paper Recycling Facility. This permission was not implemented and has since expired. Further to the north, within the harbour application boundary between Wilton International complex and the A1085, planning permission was granted in July 2013 for the construction of an Anaerobic Digestion and Combined Heat & Power Plant. This permission has not been implemented. Beyond this area, on land directly to the north, planning permission was granted for a Solid Fuel Processing Plant in September 2013. This permission has been implemented.

Description of the Proposed Development

- 3.19 The harbour facilities proposed development will, in summary, provide:-
- The construction and operation of a quay structure on the River Tees at Bran Sands to facilitate the mooring of vessels in the estuary directly adjacent to the onshore harbour facilities, and allow ship loader access;
 - Dredging of the river channel approach and the creation of a berthing area;
 - Habitat enhancement works to Bran Sands Lagoon;
 - The construction of up to 2 ship loaders on the quay structure to load the mineral product onto ships for onward transportation;
 - The erection of surge bins to provide ship loading flow management of the mineral product;
 - A conveyor system to transport the polyhalite connecting the harbour with the materials handling facility within the Wilton International complex, which includes an enclosed conveyor bridge crossing over the A1085 and transfer towers;

- Ancillary infrastructure and accommodation (both temporary facilities for the construction period and facilities for the operation of the harbour facilities); and
- Works to a roundabout on the A1085 to provide vehicular access to the main site.

Relevant National Planning Guidance

- 3.20 It is agreed between the parties that the harbour facilities proposals must be decided in accordance with the policies of the National Policy Statement for Ports (NPS, January 2012). The NPS establishes the national need for additional port and related development within the UK, and that given the level and urgency of need for this type of infrastructure, the Government encourages determining authorities to "*start with a presumption in favour of granting consent to applications for ports development*" (NPS, paragraph 3.5.2).
- 3.21 Port development that is likely to affect the marine environment must also have regard to The UK Marine Policy Statement (MPS; published in March 2011). This document, in combination with the Port NPS, provides the national policy basis against which the Harbour Facilities application should be determined.
- 3.22 In addition, there are other national policy documents that supplement the above national policy. These include matters considered important and relevant and must be taken into account in regard to the application. It is agreed between the parties, therefore, that the National Planning Policy Framework (NPPF, 2012) is relevant to this application; in particular paragraphs 3 and 31. Similarly, the Planning Practice Guidance (PPG, 2014) provides relevant details on the assessment of design considerations, for example, and should be considered.

Relevant Local Development Plan Policies

Redcar & Cleveland Core Strategy Development Plan Document (July 2007)

- 3.23 It is agreed between the parties that the following adopted Redcar & Cleveland Core Strategy policies are of relevance to the consideration of the application and are attached at Appendix 3:-
- 1 Policy CS1 ('Securing a Better Quality of Life');
 - 2 Policy CS2 ('Locational Strategy');
 - 3 Policy CS4 ('Spatial Strategy for South Tees Employment Area');
 - 4 Policy CS5 ('Spatial Strategy for Redcar Area');
 - 5 Policy CS8 ('Scale and Location of New Employment Development');
 - 6 Policy CS9 ('Protecting Existing Employment Areas');
 - 7 Policy CS10 ('Steel, Chemical and Port-related Industries');
 - 8 Policy CS20 ('Promoting Good Design');

- 9 Policy CS21 ('Renewable Energy');
- 10 Policy CS22 ('Protecting and Enhancing the Borough's Landscape');
- 11 Policy CS23 ('Green Infrastructure');
- 12 Policy CS24 ('Biodiversity and Geological Conservation');
- 13 Policy CS25 ('Built and Historic Environment'); and
- 14 Policy CS26 ('Managing Travel Demand').

Redcar & Cleveland Development Policies Development Plan Document (July 2007)

3.24 It is agreed that the following adopted policies of the Redcar & Cleveland Development Policies Development Plan Document are of relevance to the consideration of the application and are attached at Appendix 4:-

- 1 Policy DP2 ('Location of Development');
- 2 Policy DP3 ('Sustainable Design');
- 3 Policy DP6 ('Pollution Control');
- 4 Policy DP7 ('Potentially Contaminated and Unstable Land');
- 5 Policy DP9 ('Conservation Areas');
- 6 Policy DP10 ('Listed Buildings'); and
- 7 Policy DP11 ('Archaeological Sites and Monuments').

Redcar & Cleveland Local Plan "Saved" Policies (1999)

3.25 It is agreed that the following saved policies of the Redcar & Cleveland Local Plan are of relevance to the consideration of the application and are attached at Appendix 5:-

- 1 Policy TO5 ('Cleveland Way and Teesdale Way'); and
- 2 Policy T16 ('Proposed Cycle Routes').

Tees Valley Joint Minerals and Waste Core Strategy (2011)

3.26 It is agreed between the parties that the following Tees Valley Joint Minerals and Waste Core Strategy policies are of relevance to the consideration of the application and are attached at Appendix 6:-

- 1 Policy MWC1 ('Minerals Strategy');
- 2 Policy MWC10 ('Sustainable Transport'); and
- 3 Policy MWC11 ('Safeguarding of Port and Rail Facilities').

Tees Valley Joint Minerals and Waste Policies & Sites Development Plan Document (2011)

3.27 It is agreed between the parties that the following Tees Valley Joint Minerals and Waste Development Plan policy is of relevance to the consideration of the application and is attached at Appendix 7:-

- 1 Policy MWP1 ('Waste Audits').

Supplementary Planning Documents

3.28 It is agreed between the parties that the following Redcar & Cleveland Borough Council document represents a material consideration of relevance to the application and is attached at Appendix 8:-

- 1 Landscape Character Supplementary Planning Document (March 2010).

Relevant Emerging/Draft Development Plan Documents

3.29 Redcar & Cleveland Borough Council's 'New Local Plan' is at an early stage of production. The Council published a Local Plan Scoping Report for consultation in July 2015 which sets out the proposed structure of the new Local Plan on a theme by theme basis. The Council is not intending to consult on a full draft Local Plan until January 2016, with the date of adoption planned for August 2017. On this basis, it is agreed between the parties that for the purpose of assessing this application no material weight is attached to the draft emerging policies of this document.

Existing Landscape and Visual Character

3.30 Both parties agree that the site area is not defined within a specific landscape character area within Redcar & Cleveland's Landscape Character Area Supplementary Planning Document (March 2010).

3.31 In acknowledgement of this, it is agreed between the parties that the proposal site exhibits the following characteristics (as described in Chapter 20 of the accompanying Environmental Statement):-

- Flat, low lying reclaimed estuary occupied by extensive large scale industrial complexes;
- Non-industrial areas are dissected by above ground pipelines, major road and rail corridors including associated embankments and structures, lending an urban character overall;
- Occasional pockets of regenerating grassland and scrub are present amongst infrastructure;
- Distant views are possible from elevated areas, including to the Eston Hills in the south, but are always dominated by the presence of large scale industrial development; and

- Perceptual landscape character is overwhelmingly industrial with a continuous presence of significant visual detractors and industrial noise and smells.

Section 42 Representation and Agreed Position with York Potash

- 3.32 Redcar & Cleveland Borough Council submitted an initial representation to the Planning Inspectorate on 8 June 2015 as part of the DCO application pre-examination phase. This included an outline of the principle submissions that Redcar & Cleveland Borough Council intended to make to the DCO application, and was informed by advice provided by consulting engineers, Fairhurst.
- 3.33 In summary, the main points raised in the representation confirmed that Redcar & Cleveland Borough Council objected to the conveyor system aspect of the application, in particular the bridging options proposed as part of the conveyor system as it crosses the A1085 at the Wilton International complex. This objection was made on the following grounds:
- 1 Potential impacts on the main road network and the lack of assessment of these impacts (contrary to Policy DP3 of the Development Policies DPD);
 - 2 landscape and visual impacts, on the basis that the bridging options have not given enough weight to the effect of the proposed development on receptors in close proximity to the structures, nor have impacts on designated sites in the area been assessed (contrary to Policies CS22 and CS23 of the Core Strategy DPD);
 - 3 It is not proven that the proposal is incapable of being accommodated in a more suitable manner at this important location on the A1085 trunk. The consideration of the constraints and challenges of a tunnelled option is in particular considered to be superficial and, therefore, does not provide a proper and full evaluation of the options; and
 - 4 If the above can be proven, then the bridging options over the A1085 need to be expanded beyond those presently proposed. The information currently presented does not prove that the bridging options are incapable of being improved upon (contrary to Policy CS20 of the Core Strategy).
- 3.34 The Applicant and Officers of Redcar & Cleveland Borough Council and the Council's advisors, Fairhurst have met to discuss the above representations. Consequent upon these meetings, the Applicant has submitted to R&CBC a report: "Conveyance of Polyhalite from Wilton to Bran Sands, Teesside – Options Study Supplementary Report" (dated 14 August 2015).
- 3.35 A programme of work to resolve the issues identified by R&CBC in the June 2015 submission has been agreed. This will involve Fairhurst, on behalf of R&CBC, providing further comments to the Applicant on the Options Study

Supplementary Report by 21 August 2015. Further discussion will then take place and a final meeting is arranged for 4 September 2015, to ensure that all matters that can be agreed are agreed in order to advise the Examining Authority of such by the second Deadline of 7 September 2015.

3.36

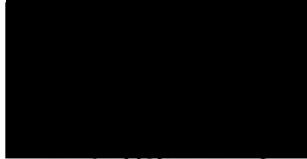
The discussions outlined above will also include consideration of the detail of the issues raised by Fairhurst, on behalf of R&CBC, relating to the visual impact of the proposed conveyor from the locations identified by Fairhurst.

4.0

Signature

4.1

This Statement is signed as an accurate record of the common ground between York Potash and Redcar & Cleveland Borough Council.



(Chairman, Nathaniel Lidjield & Partners)

Signed on behalf of York Potash Limited

Date: 21/8/2015

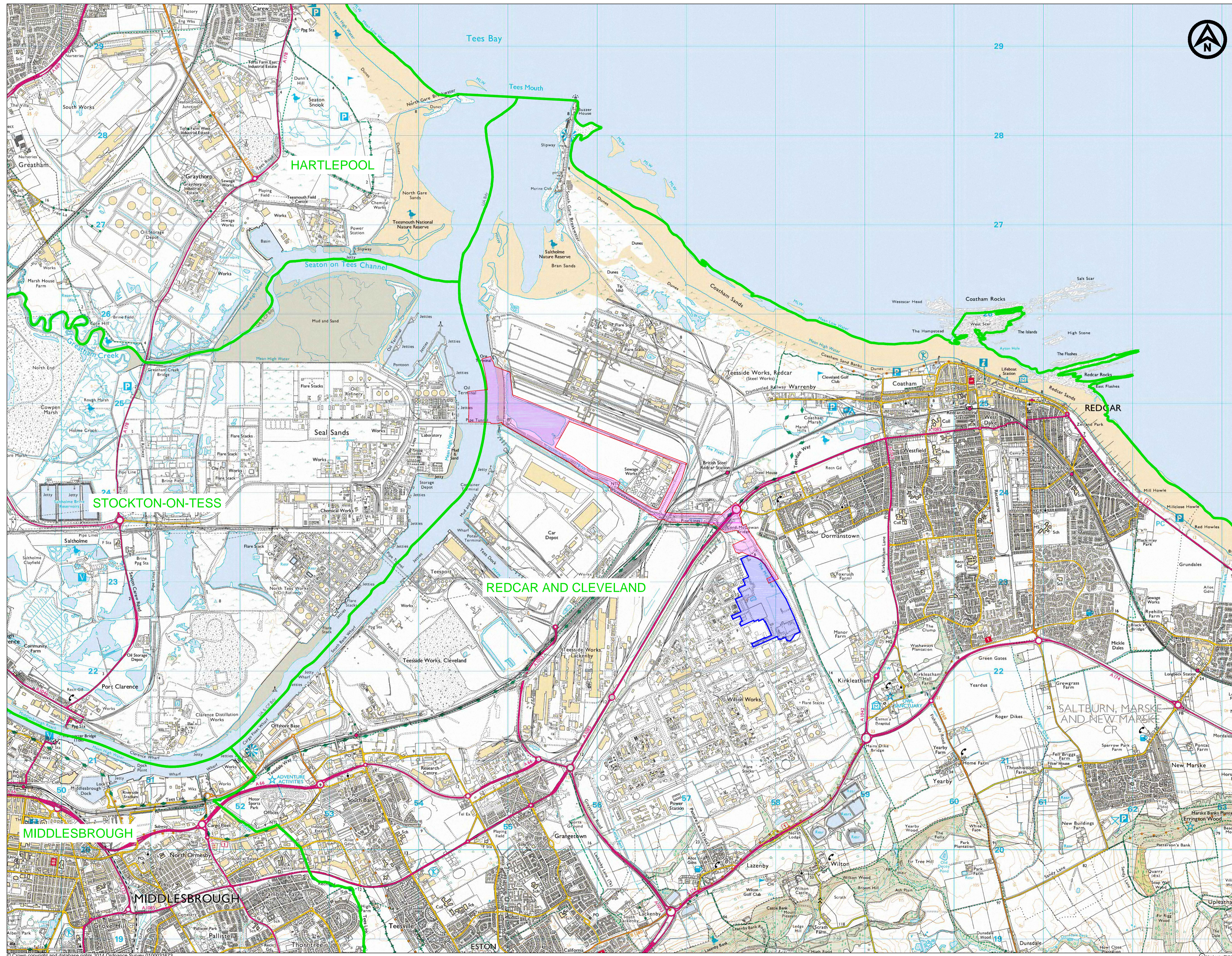


(DIRECTOR, REGENERATION SERVICES)

Signed on behalf of Redcar & Cleveland Borough Council

Date: 21/8/2015

Appendix 1 Application Site Plan



- LEGEND**
- ORDER LIMITS
 - MATERIALS HANDLING FACILITY
 - ADMINISTRATIVE BOUNDARY

REV	DATE	DESCRIPTION	BY	CHK	APP	
7	13/03/16	PLANNING ISSUE	CH	RWP	RWP	
6	18/02/16	UPDATED RLB	TF	RWP	RWP	
5	12/12/14	PLANNING ISSUE	TF	RWP	RWP	
4	9/12/14	PLANNING ISSUE	TF	RWP	RWP	
3	25/12/14	UPDATED RLB	TF	RWP	RWP	
2	11/12/14	UPDATED RLB	TF	RWP	RWP	
1	24/11/14	DRAFT FOR CONSULTATION	GIC	CJ	RWP	
0	20/08/14	DRAFT FOR CONSULTATION	IT	TJR	TJR	
		REV DATE	DESCRIPTION	BY	CHK	APP

REVISIONS



YORKPOTASH
A Sirius Minerals Project

PROJECT

YORK POTASH

TITLE

**THE YORK POTASH
HARBOUR FACILITIES ORDER 201X
LOCATION PLAN
REGULATION 5 (2)(o)
DOCUMENT 3.1**



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Enhancing Society Together

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DRAWN	GIC	CHECKED	PASSED
DATE	JULY '14	CLIENT'S REF.	
SCALE	AT A1 1:20000	AUTOCAD REF.	PB1586-SK90

DRAWING No.	PB1586-SK90	REVISION	7
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Appendix 2 Planning History

Application Reference	Description of Development	Status
L1282/75	CONSTRUCTION OF SECOND BILLINGHAM/WILTON PIPE TRACK.	Consent dated 26 August 1975
L1566/76	BRITISH RAIL BILL AGREEMENT. NO APPLICATION REQUIRED.	-
L0417/76	CONSTRUCTION OF THREE PIPE LINES.	Granted on 15 June 1976
L/1990/1373/FF	CONSTRUCTION OF 36" DIAMETER NATURAL GAS PIPELINE BETWEEN LWM COATHAM SANDS AND PROPOSED TERMINAL SITE AT SEAL SANDS, STOCKTON COATHAM SANDS, REDCAR.	FNO on 10 January 1991
L/1994/0394	EFFLUENT TREATMENT WORKS AT LAND AT BRAN SANDS AND ICI WILTON, REDCAR.	Cleveland County Council granted consent on 4 September 1994
L/1995/0494	CONSTRUCTION OF NEW ACCESS ROAD TO PROPOSED BRAN SANDS SEWAGE TREATMENT WORKS	Conditional approval on 5 September 1995
L/1995/0804	VARIATION OF CONDITIONS (IV) AND (VII) OF PLANNING PERMISSION CM/L/5/94 AND RESERVED MATTERS" DETAILS".	Conditional approval on 29 January 1996
R/1996/0065	ABOVE GROUND EFFLUENT TRANSFER PIPELINE FROM THE TEES PIPE TUNNEL TO BRAN SANDS TREATMENT WORKS.	Conditional approval on 8 March 1996
R/1996/0702	INSTALLATION OF UNDERGROUND NATURAL GAS PIPELINE AND GAS METERING COMPOUND.	Conditional approval on 3 February 1997
R/1997/0156	CONSTRUCTION OF A 350MM DIAMETER ABOVE GROUND STAINLESS STEEL PIPE FOR EFFLUENT TRANSPORTATION.	Conditional approval on 28 April 1997
R/1999/0217	CONSTRUCTION, INSTALLATION AND USE OF 2 NO. 250MM NB PIPELINES TO CONVEY GASEOUS OXYGEN AND NITROGEN SEPARATELY.	Conditional approval on 17 May 1999
R/200/0301	CONSTRUCTION OF A NEW PIPELINE FOR TRANSFER OF EFFLUENT AT FROM SEAL SANDS TO, BRAN SANDS TREATMENT WORKS, REDCAR.	Conditional approval on 11 July 2000
R/2001/0357	DOMING AND CAPPING OF COMPLETED LANDFILL SITE AT BRAN SANDS, WILTON SITE, REDCAR.	Conditional approval on 31 July 2001

R/2001/0516	PROVISION OF AN ULTRA-VIOLET DISINFECTION PROCESS PLANT	Conditional approval on 11 September 2001
R/2002/0550	ERECTION OF A PIPE BRIDGE.	Conditional approval on 4 September 2002
R/2004/1048	ERECTION OF ANAEROBIC TREATMENT PLANT TO ACCOMMODATE NEW WASTE STREAM	Conditional approval on 15 November 2004
R/2005/1316	ERECTION OF A PAPER RECYCLING FACILITY; ASSOCIATED ROADS AND PARKING; PUMPING STATION AND ELECTRICITY SUB-STATION AT LAND AT WILTON WORKS, REDCAR, TS908WS – R/2005/1316/FF.	Conditional approval on 21 April 2006
R/2007/0385	CONSTRUCTION OF PIPELINE (APPROXIMATELY 2200 METRES) AT WILTON INTERNATIONAL, REDCAR, TS6 8AR.	Conditional approval on 4 June 2007
R/2007/0498	ERECTION OF LANDFILL GAS PLANT FOR ELECTRICITY GENERATION.	Conditional approval on 3 August 2007
R/2007/0595	DEVELOPMENT OF ADVANCED DIGESTION FACILITIES.	Conditional approval on 22 August 2007
R/2007/0899/FF	NEW POLYPROPYLENE PLANT AT WILTON SITE, REDCAR, TS10 4YA.	Conditional approval on 20 December 2007
R/2007/1135	ERECTION OF AN IMPORT CENTRE AND ASSOCIATED FACILITIES, GROUND WORKS AND LANDSCAPING.	Conditional approval on 20 March 2008
R/2008/0150	DIVERSION OF NATURAL GAS AND NITROGEN PIPELINE.	Condition Approval on 29 April 2008
R/2008/0964	VARIATION OF CONDITION NO. 2 OF PLANNING APPLICATION R/2007/0595 NOISE FROM THE DEVELOPMENT SHALL NOT EXCEED EXISTING BACKGROUND NOISE LEVELS WHEN MEASURED AT THE SITE BOUNDARY.	Granted on 2 June 2009
R/2010/0127	CONSTRUCTION OF 4.85KM NATURAL GAS PIPELINE AND 4.85KM MONOETHYLENE GLYCOL PIPELINE INCLUDING BEACH VALVE COMPOUND AT LAND AT COATHAM SANDS, GARE ROAD, REDCAR, TS6 6UD.	27 May 2010
R/2010/0341	INSTALLATION OF 2 (NO) COMBINED HEAT AND POWER UNITS.	Conditional approval 29 July 2010
R/2010/0524	NON MATERIAL AMENDMENT TO PLANNING PERMISSION R/2007/1135/FF FOR THE INSTALLATION OF A BALER.	Granted on 3 August 2010

R/2010/0616	NON MATERIAL AMENDMENT TO PLANNING PERMISSION R/2007/1135/FF TO INCREASE FOOTPRINT OF CLADDED BOX TO EXTEND OVER EXISTING COMPACTOR UNIT.	Granted on 27 August 2010
R/2010/0831	VARIATION OF CONDITION 3 OF PERMISSION R/2010/0127/FFM TO ALLOW CONSTRUCTION WORKS FROM MARCH TO OCTOBER.	Granted on 23 December 2010
R/2010/0827	USE OF LAND AS TEMPORARY WOOD BUFFER STORE (RETROSPECTIVE) AT LAND AT WILTON INTERNATIONAL, REDCAR, TS10 4YA.	Conditional approval on 1 February 2011
R/2009/0454	VARIATION OF CONDITION 20 (APPLICATION NO: R/2007/1135) DEVELOPMENT & IMPROVEMENT TO THE EXISTING PD PORTS WORKS BUS ROUTES & FREQUENCY.	Refused on 12 May 2011
R/2011/0734/VC	VARIATION OF CONDITIONS OF PLANNING PERMISSION R/2010/0827/FFM; CONDITION 1 TO ALLOW LONGER TERM USE OF SITE (TO 7 SEPTEMBER 2014) AND CONDITION 3 TO DELETE THE WORDING 'AND NO FURTHER MATERIAL IS BE ADDED TO THEM' AT UK WOOD RECYCLING LTD, WILTON SITE, LAZENBY, TS6 8JH.	Withdrawn on 25 November 2011
R/2011/0236	INSTALLATION OF A 4.85KM GAS PIPELINE AND A 4.85KM MONOETHYLENE GLYCOL PIPELINE FROM COATHAM SANDS TO SEAL SANDS AND ERECTION OF A BEACH VALVE COMPOUND (REVISED ALIGNMENT).	Conditional approval 22 December 2011
R/2011/0850	INSTALLATION OF AN UNDERGROUND 20" NATURAL GAS PIPELINE (6.12KM) AND A 3" MONOETHYLENE GLYCOL PIPELINE (6.12KM) (REVISED ROUTE) INCLUDING A BEACH VALVE COMPOUND AT BREAGH PROJECT, COATHAM SANDS TO RIVER TEES, TEESPORT.	Conditional approval on 19 April 2012
R/2012/0837/SC	SCREENING OPINION FOR PROPOSED POTASH PROCESSING PLANT AT WILTON INTERNATIONAL WORKS REDCAR.	Insufficient information on 12 November 2012
R/2013/0369	PROPOSED ANAEROBIC DIGESTION AND COMBINED HEAT & POWER PLANT AT LAND AT WILTON INTERNATIONAL TRUNK ROAD REDCAR.	Conditional approval on 24 July 2013

R/2013/0468	INSTALLATION OF ABOVE GROUND EFFLUENT MAIN PIPELINE TO REPLACE UNDERGROUND CORROSIVE PIPELINE.	Conditional approval on 29 August 2013
R/2013/0435	SOLID FUEL PROCESSING PLANT AT PLOT 12 WILTON INTERNATIONAL WILTON TS90 8WS.	Conditional approval on 20 September 2013
R/2013/0685/SC	SCREENING AND SCOPING OPINION FOR THE PROPOSED MATERIALS HANDLING FACILITY AT WILTON INTERNATIONAL REDCAR.	EIA required on 12 November 2013
R/2014/0183	SCREENING OPINION FOR INSTALLATION A LIME SLAKING PLANT AND MIXING TANK AT BRAN SANDS SEWAGE TREATMENT WORKS TEES DOCK ROAD GRANGETOWN TS6 6UE.	EIA not required on 14 April 2014
R/2014/0305	SECTION 47 (2) OF PLANNING ACT 2008: CONSULTATION ON STATEMENT OF COMMUNITY CONSULTATION FOR YORK POTASH HARBOUR FACILITY.	Decision made on 3 June 2014
R/2014/0577	SCREENING OPINION FOR AMENDMENTS TO SABIC OLEFINS 6 PLANT AND GAS PIPELINE.	EIA not required on 15 October 2014
R/2014/0626	MINERAL (POLYHALITE) GRANULATION AND STORAGE FACILITY INVOLVING THE CONSTRUCTION ON BUILDINGS, CONVEYOR SYSTEMS, SUBSTATIONS, WATER TREATMENT PLANT, INTERNAL ACCESS ROADS, CAR PARKING, ATTENUATION PONDS, LANDSCAPING, RESTORATION AND AFTERCARE, AND CONSTRUCTION OF A TUNNEL PORTAL INCLUDING THE LANDFORMING OF SPOIL AND ASSOCIATED WORKS.	Decision pending

R/2014/0627	<p>THE WINNING AND WORKING OF POLYHALITE BY UNDERGROUND METHODS INCLUDING THE CONSTRUCTION OF A MINEHEAD AT DOVES NEST FARM INVOLVING ACCESS, MAINTENANCE AND VENTILATION SHAFTS, THE LANDFORMING OF ASSOCIATED SPOIL, CONSTRUCTION OF BUILDINGS, ACCESS ROADS, CAR PARKING AND HELICOPTER LANDING SITE, ATTENUATION PONDS, LANDSCAPING, RESTORATION AND AFTERCARE AND ASSOCIATED WORKS. IN ADDITION, THE CONSTRUCTION OF AN UNDERGROUND TUNNEL BETWEEN DOVES NEST FARM AND LAND AT WILTON THAT LINKS TO THE MINE BELOW, COMPRISING 1 SHAFT AT DOVES NEST FARM, 3 INTERMEDIATE ACCESS SHAFT SITES, EACH WITH ASSOCIATED LANDFORMING OF ASSOCIATED SPOIL, CONSTRUCTION OF BUILDINGS, ACCESS ROADS AND CAR PARKING, LANDSCAPING, RESTORATION AND AFTERCARE, THE CONSTRUCTION OF A TUNNEL PORTAL AT WILTON COMPRISING BUILDINGS, LANDFORMING OF SPOIL AND ASSOCIATED WORKS.</p>	Decision pending
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Appendix 3 Redcar & Cleveland Relevant Adopted Core Strategy Policies

3. SPATIAL STRATEGY

Policy CS1 Securing a Better Quality of Life

The principle of sustainable development will underpin the policies and proposals for the use and development of land in the LDF. Development proposals will be assessed against their contribution to the sustainable objectives listed in Policy 2 of the RSS.

In securing a better quality of life, the LDF will seek to deliver sustainable communities in Redcar and Cleveland. Development proposals will be assessed against their contribution to delivering:

- a) A mix of types and tenures of quality homes to meet the needs and aspirations of the existing and future communities;**
- b) A thriving local economy;**
- c) Quality local services, including schools, health, care, open spaces, leisure and community facilities;**
- d) Easy access to jobs, shops and transport services by all sections of the community;**
- e) A healthy, safe attractive and well-maintained environment; and**
- f) Local pride and sense of place.**

Applicants are advised to consult:

- Development Policies DPD - Appendix 1 Procedure Note on Assessments
- Regional Spatial Strategy - Policy 2, Policy 24
- Integrated Regional Framework Matrix
- PPS1 Delivering Sustainable Communities

3.1 Central to the LDF is the principle of sustainable development. This will be key to the long term future of the Borough as we plan changes in housing, economy and facilities and services. In simple terms, sustainable development is ensuring a better quality of life for everyone, now and for future generations.

3.2 The principle of sustainable development will not only underpin the policies and proposals in the LDF but will also form the basis of individual decisions on planning applications. Development proposals will be considered against the environmental, social and economic objectives in Policy 2 of the RSS. The objectives in the RSS include:

- Reducing the causes of climate change;
- Making better use of our resources;
- Protecting and enhancing the region's biodiversity and geodiversity;

Policy CS2 Locational Strategy

The locational strategy for the LDF will concentrate development in the Conurbation, with a small proportion of development in Guisborough and the East Cleveland towns. Priority will be given to supporting the regeneration priorities in Greater Eston and Redcar.

This means:

- a) Approximately 70% of new development would be in the Conurbation;**
- b) Approximately 30% of new development would be in Guisborough, Skelton, Loftus, Brotton and Saltburn;**
- c) Limited development in the East Cleveland service villages and villages; and**
- d) In the countryside, development will be limited to rural needs.**

The location of new development will avoid areas at risk of flooding in line with the requirements set out in PPG25.

Priority will be given to the reuse of previously developed land and existing buildings. Proposals will be assessed against the sequential approach to development set out in Policy 3 in the RSS. The acceptability of the proposal in a particular location will depend, amongst other things, on the type of use proposed.

The permanent reuse of previously developed land in the South Tees Employment Area will be supported for purposes of industry, business, tree planting and habitat creation. Where a permanent use cannot be found, temporary uses such as coppicing will be encouraged.

Applicants are advised to consult:

- Redcar and Cleveland Strategic Flood Risk Assessment
- Tees Forest Plan
- Regional Spatial Strategy - Policy 2, Policy 3, Policy 5, Policy 7, Policy 37, Policy 38
- PPS1 Delivering Sustainable Development
- PPS3 Housing
- PPS7 Sustainable Development in Rural Areas
- PPS25 Development and Flood Risk

- 3.4 The determination of where and how much development is allocated in the LDF will be essential in delivering sustainable development and sustainable communities. The locational strategy will set out the broad approach to where development will be located within the Borough. The overall amount of land required for uses such as housing and employment and the broad location of development in the Borough is determined by the RSS.

Policy CS4 Spatial Strategy for South Tees Employment Area

The Council and its partners will aim to:

Economy

- a) Give the area an identity and make it attractive to inward investment;**
- b) Develop the chemical and technology based industries at Wilton;**
- c) Safeguard the steel industry;**
- d) Develop a Centre for Process Innovation at Wilton;**
- e) Develop energy industries including a Fuel Cell Application Centre centred on Wilton, focused on hydrogen and renewable energy;**
- f) Expand Teesport for steel exports and a deep sea container facility;**
- g) Develop a new distribution facility;**
- h) Develop an Eco Park for recycling industries;**
- i) Develop a Motorsports Centre and motor retail industry;**
- j) Continue development on general industrial and business estates;**
- k) Support the development of renewable energy projects where they are compatible with surrounding uses and acceptable in environmental terms;**
- l) Enhance the quality and range of services and facilities that serve the needs of those working in the South Tees employment area;**

Access

- m) Improve freight access links to Teesport by rail and road;**
- n) Maintain and improve public transport connectivity with settlements in the Borough and Middlesbrough;**

Environment

- o) Enhance the environmental quality of employment areas including gateway features;**
- p) Secure decontamination and redevelopment of potentially contaminated land;**
- q) 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 which supports the Biodiversity Action Plan;**
- r) Enhance the environmental quality of the River Tees and coastline;**
- s) Encourage vacant sites with low biodiversity value to be used for growing biomass crops or to support the expansion of the Tees Forest.**

Applicants are advised to consult:

- Redcar & Cleveland Economic Strategy - New Realities
- Redcar & Cleveland Local Transport Plan 2006 - 11
- South Tees Industrial Parks Master Plan
- Draft Middlehaven to Wilton Strategy
- Tees Valley Biodiversity Action Plan
- Tees Forest Plan
- Regional Spatial Strategy
- PPS9 Biodiversity and Geological Conservation
- The Habitats Regulations

Policy CS5 Spatial Strategy for Redcar Area

The Redcar Area Spatial Strategy includes the following settlements:

- Redcar
- Marske

The Council and its partners will aim to:

Regeneration

- Upgrade older / less popular housing areas with selective demolition, if necessary, following consultation;**
- Promote new housing development on other sites in Redcar, prioritising previously developed land and sites within the urban area that will enable the development of community facilities;**
- Promote environmental enhancement schemes to improve the streetscape of the town centre and the promenade, to provide an environment conducive to investment and linked to appropriate employment training;**

Sustainable Communities

- Promote the role of Redcar town centre for shopping, businesses, services, leisure and community facilities by enhancing the environment and streetscapes and improving traffic arrangements;**
- Enhance the role of Redcar as the civic centre for the Borough and the principal service centre;**
- Safeguard and enhance Marske district centre;**
- Develop a new hospital and health facility to replace Stead Hospital;**
- Improve tertiary education in the Borough through improvements to Redcar and Cleveland College;**
- Maintain and where necessary enhance sports and community facilities;**
- Improve community facilities based on schools;**
- Develop a new housing development on Coatham Enclosure;**
- Provide a mix of house types and tenures on new developments, including affordable housing and special needs housing to provide improved choice to meet the needs of local residents and a range of market housing to meet the aspirations of other sections of the housing market;**
- Identify opportunities to provide small scale executive housing;**

Access

- Improve travel movements in and around the town;**
- Manage car parking to support the role of Redcar as a destination for shopping, employment and leisure without leading to congestion of the town centre;**
- Safeguard and improve rail access and enhance park and ride facilities;**
- Safeguard all existing railway stations in Redcar and Marske;**
- Improve accessibility to and within the town centre for non car users and for those with mobility problems;**
- Improve access to Middlesbrough and to destinations in between;**

Economy

- t) Support the development of Kirkleatham Business Park for information and technology based businesses;**
- u) Develop a major new leisure and tourist attraction at Coatham Enclosure.**
- v) Improve the visitor facilities at Kirkleatham village;**
- w) Improve and expand the tourism and leisure offer of Redcar, taking advantage of its coastal location and links to the countryside for activity sports, and opportunities for business tourism;**
- x) Support improved facilities at Redcar racecourse;**
- y) Encourage the improvement of the environmental quality of Longbeck employment area in Marske;**

Environment

- z) Safeguard and enhance buildings, sites and areas of heritage and cultural importance;**
- aa) Safeguard and enhance Kirkleatham village to help conserve and enhance the conservation area, listed buildings and historic parkland;**
- bb) Improve parks and green space;**
- cc) Manage the coastline to enhance the attractiveness of Redcar for visitors, for use in activity sports and to safeguard Redcar from flooding;**
- dd) Promote and support the sustainable use of the foreshore and dunes in the South Gare and Coatham Sands SSSI and Redcar Rocks SSSI areas, successfully integrating leisure and education use with wildlife conservation, whilst ensuring protection, and wherever possible enhancement, of the features of the Teesmouth and Cleveland Coast SPA/Ramsar site;**
- ee) Encourage tree planting and integrated habitat creation and management to support the Tees Forest Plan and the Biodiversity Action Plan.**

Applicants are advised to consult:

- Redcar & Cleveland Economic Strategy - New Realities
- Redcar & Cleveland Local Transport Plan 2006 - 11
- Coastal Arc Strategy
- Tees Forest Plan
- Tees Valley Biodiversity Action Plan
- Regional Spatial Strategy
- PPS9 Biodiversity and Geological Conservation
- The Habitats Regulations
- PPS25 Development and Flood Risk

3.22 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

Policy CS8 Scale and Location of New Employment Development

Up to 160 hectares of general employment land will be brought forward in the period up to 2021 in line with Policy CS2 Locational Strategy.

The following overall strategy for economic development will be supported:

- a) Major employment proposals will be located within the Greater Eston, South Tees and Redcar areas, particular those requiring good access for transporting freight and a suitable workforce nearby;**
- b) Proposals to create significant employment opportunities in East Cleveland will be centred on Skelton and Skinningrove. Elsewhere in East Cleveland, employment development will be focused on Saltburn, Loftus, Brotton and the service villages, and will be of a scale and type suitable to its location;**
- c) Employment proposals of an appropriate scale and type that enhance Guisborough as a market town; and**
- d) Appropriate local rural regeneration and farm diversification in the villages and countryside.**

Applicants are advised to consult:

- Regional Spatial Strategy - Policy 12, Policy 18
- PPS7 Sustainable Development in Rural Areas

4.3 There is a need to ensure there is a continuous supply of employment land to provide a choice of sites in terms of size, quality and location. The RSS sets out overall how much land is needed for general employment in the Borough. The distribution of the sites will reflect the LDF locational strategy, ensuring employment opportunities are in places that are economically competitive, whilst supporting the regeneration objectives in both the urban and rural parts of the Borough. The scale of new employment development will not only respect the locational strategy but will also relate to the scale of existing employment development in the area and the character of the settlement. For instance in East Cleveland, there may be opportunities for larger scale employment development on established business areas at Skelton Industrial Estate and Skinningrove Corus site, however in Guisborough new employment development will need to be carefully considered against its economic priorities as a market town.

Policy CS9 Protecting Existing Employment Areas

Land and buildings within existing business parks and industrial estates will continue to be developed and safeguarded for business and general industry. The type of uses encouraged will depend on the Council's strategy for the area.

The existing general employment areas in the Borough are:

- a) South Tees Industrial and Business Parks, South Tees;**
- b) Skippers Lane Industrial Park, South Bank;**
- c) Kirkleatham Business Park, Redcar;**
- d) Tees Offshore Base, South Bank;**
- e) Skelton Industrial Estate, Skelton;**
- f) Warrenby Estate, Redcar;**
- g) North Liverton Industrial Estate, North Liverton;**
- h) Barmet Industrial Estate, Lingdale;**
- i) Longbeck Industrial Estate, Marske;**
- j) Morgan Drive, Guisborough;**
- k) Cleveland Gate Business Park, Guisborough.**

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

Existing employment sites and buildings located outside the employment areas will be safeguarded where they are important to sustaining the local economy and meeting the Council's regeneration objectives.

Applicants are advised to consult:

- Redcar and Cleveland Economic Strategy - New Realities
- Regional Spatial Strategy - Policy 12
- PPS3 Housing

- 4.4 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 employment uses across the Borough. There is a range of different types of employment area. Some are owned and operated by a single operator such as One NorthEast, others are owned and operated by a range of different businesses e.g. Skippers Lane Industrial Estate, and some include a cluster of similar businesses e.g. the South Tees Freight Park.

Policy CS10 Steel, Chemical and Port-related Industries

The continued development and expansion of the chemical, steel and port industries will be supported. A total of 230 hectares of land will be safeguarded for chemical and steel manufacturing industries in line with the RSS:

- a) At Wilton International for chemical related activities;**
- b) At Corus Steel Works in South Tees, Redcar and Skinningrove for steel related activities; and**
- c) Along the River Tees for port related development and where it is required for future improvements to the capacity of the freight rail line, road network and terminal associated with the port.**

Applicants are advised to consult:

- Redcar & Cleveland Economic Strategy - New Realities
- Tees Valley Vision
- Regional Spatial Strategy - Policy 7, Policy 22, Policy 23
- Northern Way
- PPS9 Biodiversity and Geological Conservation
- The Habitats Regulations

- 4.6 The chemical industry continues to be important to the economy of the Borough and contributes £3b to the output of the Tees Valley. The industry employs 12,000 people and indirectly over 65,000 people in the sub region. The steel industry also remains important to the local economy, despite its decline over recent years, employing 3,000 people directly and 14,000 indirectly. The LDF will continue to support and ensure sufficient land is safeguarded for existing and future requirements of the chemical and steel industry.
- 4.7 PD Teesport is essential to the economy of the Borough and is the fastest growing container port in the UK. The LDF will support and promote the continued growth of the port. Land with direct access to the water will be safeguarded for port operation uses and land nearby will be promoted for associated port activities (e.g. logistics). Good and efficient access to the port will be essential to the future operation and expansion of freight movement. Proposals for improving the rail freight line and road network will be supported.
- 4.8 The River Tees and its estuary contain a wildlife site of European importance, protected by the Habitats Regulations. This site, known as the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, consists of several different but supporting habitats, many of which are located close to industry.

Policy CS20 Promoting Good Design

Good quality and inclusive design will be promoted in all new developments.

All development proposals will:

- a) Be designed to respect or enhance the character of the local area to contribute to the sense of place and, where applicable, meet the specific design objectives for individual regenerations areas, towns or villages;**
- b) Incorporate high quality design features and layouts that, where appropriate, will reduce crime and the fear of crime and support inclusive communities, particularly in terms of accessibility and functionality; and**
- c) Incorporate sustainable construction techniques and design concepts for buildings and their layouts to reduce the local and global impact of the development particularly on climate change.**

Applicants are advised to consult:

- Development Policies DPD - Policy DP3
- Urban Design Guidelines for Redcar & Cleveland SPD
- Regional Spatial Strategy - Policy 9, Policy 33, Policy 39
- Building in Sustainability: A Guide to Sustainable Construction and Development in the North East - www.buildinginsustainability.co.uk
- PPS1 Delivering Sustainable Development

- 6.4 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'.
- 6.5 The construction and design of development should consider its wider environmental impacts. The Council will promote the inclusion of sustainable construction techniques; in particular designs should incorporate energy efficiency measures, consider the use of renewable energy generation, reduce water consumption, manage surface water, promote biodiversity and minimise the generation of waste. As well as mitigating our impact upon climate change, it is important that the known impacts of future climate change are also considered and designs adapted accordingly. Key issues to consider for developments in adapting to climate change include factors such as location of development (related to flooding, subsidence etc), site layout (outdoor spaces and heat gain) and building materials (to withstand changing wind speeds, soils etc).

“Good design should contribute positively to making places better for people.”
PPS1 Delivering Sustainable Development.

Policy CS21 Renewable Energy

Renewable energy schemes will be supported and encouraged where they help to meet the Government's climate change objectives and the Tees Valley sub-regional target for electricity generation from renewable sources set out in the RSS.

The scale of the proposal will reflect the capacity and sensitivity of the landscape to accept the proposed renewable technology. Due to the character of the Heritage Coast, opportunities for commercial renewable energy generation will not be appropriate in that area unless the requirements of PPS22 are fully met.

The following broad areas of least constraint have the potential for onshore wind farm development:

- a) **South Tees for medium scale development; and**
- b) **East Cleveland for small scale development.**

Particular support will be given to biomass projects in the South Tees area.

All proposals will be considered against PPS22, the RSS and the detailed policies contained in the Development Policies DPD.

Applicants are advised to consult:

- Development Policies DPD
- Redcar and Cleveland Landscape Character Assessment
- Tees Valley Wind Capacity Study
- Redcar & Cleveland Community Strategy - Priority 4 Creating a Clean and Sustainable Environment
- Regional Spatial Strategy - Policy 2, Policy 35, Policy 40, Policy 41, Policy 42
- North East Regional Renewable Energy Strategy, March 2005
- PPS22 Renewable Energy
- PPS9 Biodiversity and Geological Conservation, part 1 of the ODPM Circular 06/2005 and the Habitats Regulations

Renewable energy is the term used to describe energy flows that occur naturally and continuously in the environment, such as energy from wind, wave, sun or tides.

6.6 In order to ameliorate the effects of climate change, the UK agreed at the Kyoto Conference to set a domestic goal to cut emissions of carbon dioxide (the main greenhouse gas responsible for climate change) to 20% below 1990 levels by 2010. To reduce carbon dioxide levels, we need to use less energy by using it more efficiently and by generating more from renewable sources.

6.7 In terms of electricity generation, the government has set a target of achieving 10% of our energy requirements from renewable sources by 2010, and an aspiration target of 20% by 2020. At a regional level, the North East Renewable Energy Strategy outlines

Policy CS22 Protecting and Enhancing the Borough's Landscape

The overall approach will be to protect and enhance the Borough's landscape based on the character areas identified through the Landscape Character Assessment. Priority will be given to the protection and enhancement of the landscape character and natural beauty of the North Yorkshire and Cleveland Heritage Coast.

Development will not be allowed if this would lead to the loss of features important to the character of the landscape unless the need for the development outweighs the landscape considerations. Where development is justified, proposals will include measures to enhance, restore or create the special features of the landscape. In such circumstances, priority will be given to the creation of habitats to support local and regional biodiversity targets and the planting of new hedgerows, trees and woodlands to support the Tees Forest Strategy will be encouraged.

Applicants are advised to consult:

- Redcar and Cleveland Landscape Character Assessment
- Tees Forest Plan
- Regional Spatial Strategy - Policy 33
- PPS1 Delivering Sustainable Development
- PPS7 Sustainable Development in Rural Areas

Heritage Coasts are a non-statutory landscape definition. They aim to conserve their natural beauty, and, where appropriate, improve accessibility for visitors. The North Yorkshire and Cleveland Heritage Coast is mostly within the National Park but extends westwards to Saltburn.

6.10 The Borough includes a wide variety of landscapes from the urban and industrial north to the rural landscapes to the south. The LDF will protect and enhance the landscape in the Borough whilst balancing the need to accommodate change in order to sustain local communities. The Borough includes dramatic coastline and attractive countryside bordering the North York Moors National Park. The coastline from Saltburn south to the Borough boundary is nationally protected as a Heritage Coast and its special undeveloped qualities will be protected from inappropriate development. 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 and the areas of ancient woodland in East Cleveland.

6.11 Under the Landscape Character Assessment, the range of landscapes across the rural parts of the Borough is identified. The main factors affecting the differing 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, the nature and scale of land use (including areas of biodiversity value), and proximity to urban areas and to the coast. Character Assessment includes an analysis of each Landscape Unit's positive attributes (such as an attractive, strong

Policy CS23 Green Infrastructure

The following green areas will be protected and, where appropriate, enhanced to improve their quality, value, multi-functionality and accessibility:

- a) Strategic gaps between Marske and New Marske; Marske and Saltburn;**
- b) The green wedges in the conurbation:**
 - 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 the A1053, Greystones Road, between Grangetown and Wilton;**
 - iv. The Spencer Beck Valley between East Middlesbrough and Eston, and Ormesby and Normanby;**
 - v. The Hambleton Hill area between Nunthorpe and Ormesby;**
- c) Open spaces in urban areas where they benefit local communities and have been identified for retention through the Green Space Strategy; and**
- d) Strategic landscape areas, particularly along key transport corridors, between residential and employment areas and on the edge of settlements.**

Applicants are advised to consult:

- Redcar and Cleveland Green Space Strategy (draft)
- Regional Spatial Strategy - Policy 7

6.12 Green infrastructure is the network of open spaces, woodlands, wildlife habitats, parks and other natural areas. These areas are important in enriching the quality of life of local communities, improving health, supporting regeneration and creating attractive environments. The RSS identifies that strategic gaps should be maintained around the conurbation settlements to prevent urban sprawl. Strategic gaps will be protected around the conurbation to ensure that the conurbation settlements do not coalesce with surrounding settlements to help maintain their identity. Green wedges are open areas within the conurbation which provide buffers between different uses and delineate distinct communities. These areas are valuable for local amenity, recreation and wildlife and will continue to be protected.

6.13 The Redcar and Cleveland Green Space Strategy will identify open spaces within the settlements which should be protected and, in some cases, improved in order to better serve the community. It will also identify where additional open spaces are needed and sites that are now surplus to requirements. 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. The LDF will protect these areas, the boundaries of which will be defined on the Proposals Map.

Policy CS24 Biodiversity and Geological Conservation

The Borough's biodiversity and geological resource will be protected and enhanced. Priority will be given to:

- a) Protection of the integrity of the European sites in and near the Borough.**
- b) Conserving and enhancing protected biodiversity and geodiversity sites and features in line with PPS9;**
- c) Improving the integrity and biodiversity value of wildlife corridors particularly along the coast, around the Teesmouth estuary and linking with the North York Moors;**
- d) Meeting the objectives and targets in the UK and Tees Valley Biodiversity Action Plan;**
- e) Encouraging management of landscape belts for nature conservation;**
- f) Protecting ancient woodland and veteran trees;**
- g) Strengthening populations of protected and target species; and**
- h) Improving site management and increasing public access to wildlife sites.**

Development will be encouraged to include measures to contribute positively to the overall biodiversity in the Borough.

Applicants are advised to consult:

- Tees Valley Biodiversity Action Plan
- Regional Spatial Strategy - Policy 35
- PPS9 Biodiversity and Geological Conservation
- The Habitats Regulations

6.14 The Borough includes an extensive network of sites important for biodiversity and geological conservation. South Gare and Coatham Sands SSSI and Redcar Rocks SSSI are part of the Teesmouth and Cleveland Coast Ramsar site and Special Protection Area, protected through European and national legislation. North York Moors Special Protection Area (and Special Area of Conservation) to the south of the Borough is protected in the same manner. Any plan or project not directly connected with the management of these European sites but likely to have a significant effect on them will require a Habitats Regulations Assessment at the project stage to ensure that any such effects are mitigated. At a national level, the Borough includes a number of SSSIs designated and protected under the Wildlife and Countryside Act 1981, as amended by the Countryside and Rights of Way Act 2000. Regional and local sites of nature conservation are designated at a local level. They include Regionally Important Geological Sites, Local Nature Reserves and Sites of Nature Conservation Importance. The LDF will continue to protect these sites and encourage and support opportunities to enhance them.

Policy CS25 Built and Historic Environment

Development proposals will be expected to contribute positively to the character of the built and historic environment of the Borough.

The character of the built and historic environment will be protected, preserved or enhanced. Particular protection will be given to the character and special features of:

- a) Conservation areas;**
- b) Listed buildings;**
- c) Historic parks and gardens;**
- d) Archaeological sites; and**
- e) The historic landscape of the Eston Hills.**

Development which preserves or, where appropriate, enhances the character of important historic buildings and sites and their settings will be encouraged.

Applicants are advised to consult:

- Regional Spatial Strategy - Policy 34
- PPG15 Planning for the Historic Environment
- PPG16 Archaeology and Planning

6.17 The Borough's built and historic environment includes a wide variety of sites and buildings. Conservation areas, listed buildings and historic parks and gardens have been identified as some of the best examples. Other historical sites may not be so obvious but should also be preserved where possible. The Historic Environment Record held by Tees Archaeology lists all known archaeological sites including earth works, standing buildings, military defences and industrial archaeological sites. Scheduled monuments and other archaeological sites of national importance, and their settings require special protection from inappropriate development. The Eston Hills has a wealth of archaeological remains and historic features important to the cultural heritage of the Borough. The protection of this historic landscape will continue in the LDF.

Policy CS26 Managing Travel Demand

Development proposals will be required to support the Redcar and Cleveland Local Transport Plan.

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) Contribute positively to a demand management strategy to address congestion, environmental and safety issues including managing car parking provision and prioritising bus routes in urban areas; and**
- d) Encourage park and ride at public transport interchanges.**

The Council will support the preparation and implementation of Travel Plans and other schemes such as Safer Routes to School to encourage the use of sustainable transport.

Applicants are advised to consult:

- Development Policies DPD - Appendix 2 Thresholds for Development Proposals Requiring Travel Plans
- Redcar and Cleveland Local Transport Plan 2006-11
- Regional Spatial Strategy - Policy 53 and Policy 54
- PPG13 Transport

7.5 One of the key transport objectives is to promote more sustainable transport choices for people, principally public transport, cycling and walking. This will help to support healthy, inclusive and sustainable communities as well as reducing the impacts of travel. The preparation of Travel Plans provides the opportunity for developments that may have significant transport implications, to consider and include measures to encourage the use of sustainable modes of transport. The Development Policies DPD includes a list of developments and thresholds for which Travel Plans will be required.

7.6 Unlike many other urban parts of the country, the Borough does not suffer with significant congestion problems and, as such, demand management is not a high priority. However, there are localised problems in places such as Redcar where a combination of factors have meant travelling around the town is slow and congested at certain times. The general approach to demand management in the Tees Valley is to adopt measures such as:

- Not increasing the supply of long stay commuter parking;
- Reducing the supply of long stay commuter parking as car parks are taken up for redevelopment;

Appendix 4 Redcar & Cleveland Relevant
Adopted Development Policies
Development Plan Document
Policies

Policy DP2 Location of Development

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

- a) Accords with site allocations and designations in other DPDs;**
- b) Meets the requirements of Policy CS2 Locational Strategy;**
- c) Does not cause a significant adverse impact on the amenities of occupiers of existing or proposed nearby properties;**
- d) Does 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;**
- e) Minimises any adverse impact on the overall character of the streetscape or landscape of the area;**
- f) Minimises the loss of best and most versatile agricultural land and follows the sequential test set out in PPS7;**
- g) Avoids locations that would put the environment or human health or safety at unacceptable risk; and**
- h) Has adequate infrastructure, services and community facilities to serve the development.**

Applicants are advised to consult:

- Core Strategy DPD - Policy CS2
- PPS7 Sustainable Developments in Rural Areas
- PPS25 Development and Flood Risk

- 2.4 The purpose of this policy is to ensure that all development is located on appropriate sites to ensure the use is compatible with its surroundings, it is located in a sustainable and safe location and has adequate infrastructure to serve the development such as water supply and sewerage and sewage treatment.
- 2.5 The Council will ensure that new development does not cause 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 will 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). The Council will seek the views of the consultees as appropriate.
- 2.6 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 will reflect the status of the site and its importance within the local environment.

Policy DP3 Sustainable Design

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

- a) **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;**
- b) **Include a layout and design that takes into account the potential users of the site and does not cause a significant adverse impact on residential amenity;**
- c) **Create a safe and secure environment;**
- d) **Respect or enhance the landscape, biodiversity, geological and heritage designations or assets that contribute positively to the site and the surrounding area;**
- e) **Incorporate sustainable design and construction techniques to meet high standards for energy efficiency, water efficiency, water management and waste management and to minimise vulnerability to climate change. The Council will require major developments to provide at least 10% of their predicted energy requirement from renewable sources;**
- f) **Contribute to a sense of place and quality;**
- g) **Ensure pedestrian, cycling and public transport access is safe, convenient and attractive, linked to existing networks and includes appropriate facilities for cyclists and public transport users;**
- h) **Make appropriate access provision for disabled people and those with restricted mobility;**
- i) **Fully incorporate, where appropriate, biodiversity and geological interests, landscaping and public and private open spaces which meets the Council's open space standards;**
- j) **Incorporate infrastructure and services to serve the development including recycling and waste facilities and Sustainable Drainage Systems if appropriate; and**
- k) **Provide vehicular access and parking suitable for its use and location.**

In addition:

- l) **A Design and Access Statement will be required for all proposals. The level of detail will be dependent on the scale and nature of the development and the sensitivity of its location.**
- m) **A Travel Plan will be required for any proposal that:**
 - i. **Exceeds the thresholds set out in Appendix 2;**
 - ii. **Has more than 30 employees; or**
 - iii. **Where the Council considers it necessary, based on the potential cumulative impact of the proposal in the area.**

3. DETAILED TOPIC-RELATED POLICIES

Policy DP6 Pollution Control

Development that would give rise to increased levels of noise or vibration or which would add to air, land or water pollution, by itself or in accumulation with existing or other proposed uses, will only be permitted if it is acceptable in terms of:

- a) Human health and safety;**
- b) Environment; and**
- c) General amenity.**

Where pollution is unavoidable, mitigation measures to reduce pollution levels will be required in order to meet acceptable limits.

Applicants are advised to consult:

- PPS23 Planning and Pollution Control

- 2.17 Some types of development may cause pollution to the air, water or land. The Council will ensure levels are kept to a minimum and are acceptable to human health, the environment and the amenity of neighbouring or nearby users.
- 2.18 The Council will seek the advice of the appropriate regulatory organisation including the Environment Agency, Health and Safety Executive and Civil Aviation Authority, on proposals falling within defined consultation zones. There are a number of installations and pipelines handling notifiable substances in the Borough and the Proposals Map will indicate consultation zones appropriate to their uses. Sensitive developments such as hospitals, schools or nursing homes will not be permitted in areas where the possible risk to human health is unacceptable.

Policy DP7 Potentially Contaminated and Unstable Land

Development on or near potentially contaminated or unstable land will not be permitted unless effective measures are agreed to deal with any contamination or instability to prevent:

- a) An unacceptable risk to users of the site and surrounding land, particularly occupiers of dwellings and gardens;**
- b) A threat to the structural stability of buildings on the site and surrounding land; and**
- c) Any contamination of land or controlled waters.**

Applicants are advised to consult:

- PPS23 Planning and Pollution Control

2.19 Applicants proposing development on or near potentially contaminated land or unstable land will be required to undertake a site investigation to assess the type, extent of contamination or instability and any remediation options. PPS23 Annex 2 provides guidance on the submission of suitable investigation at planning application stage to meet the standards set out in the DEFRA document Contaminated Land Report 11 on Model Procedures for Management of Land Contamination. Applicants are advised to discuss the details of the remediation measures with the Council's Environmental Health Officers and/or the Environment Agency at an early stage.

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

Policy DP9 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 prevents its repair;
- e) The building makes no positive contribution to the architectural or historic character of the conservation area; and
- f) There are approved detailed plans for the redevelopment of the site and a contract has been entered into for the implementation of that redevelopment.

Outline applications for planning permission will not be acceptable for development in conservation areas.

Applicants are advised to consult:

- PPG15 Planning and the Historic Environment
- PPS9 Biodiversity and Geological Conservation
- Redcar & Cleveland Conservation Area Appraisals and Management Plans

2.23 Conservation areas represent some of the Borough's most significant areas of architectural and historic interest. Development in conservation areas is not entirely prohibited, but because of their special importance, any change will be carefully controlled and appropriate layout, design, materials and detailing will be sought. It will be important to assess the impact of the

Policy DP10 Listed Buildings

Alteration, Extension or Change of Use

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

- a) Preserves or enhances its special character as a listed building;**
- b) Protects existing 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 Listed Building

Any development affecting the setting of a listed building will only be permitted if the proposal:

- e) Preserves or enhances its special character as a listed building;**
- f) Protects its immediate setting including the space(s) around the building and the hard and soft landscaping including trees, hedges, walls, fences and surfacing; and**
- g) Retains historic plot boundaries and layouts.**

Demolition

Proposals involving the demolition of a listed building or structure within the curtilage of a listed building will not be permitted except in exceptional circumstances where:

- h) The building is beyond reasonable economic repair;**
- i) It is not practical to continue to use the building for a suitable use; and**
- j) Demolition and the redevelopment of the subsequent cleared site will not harm the setting of other listed buildings or the surroundings.**

Applicants are advised to consult:

- PPS9 Biodiversity and Geological Conservation
- PPG15 Planning and the Historic Environment

2.26 The Council wishes to encourage the continued upkeep and active use of listed buildings with a general presumption in favour of their preservation. The control of the development of, or around, listed buildings is stringent since it is of paramount importance that their special qualities are preserved and where possible enhanced. Applicants should also be aware that protected species may be using the building and any proposal will need to comply with the relevant legislation and PPS9. The Council will have special regard to the desirability of preserving any listed building or its setting, or

Policy DP11 Archaeological Sites and Monuments

Development that would adversely affect important archaeological sites or monuments will not be approved.

Development that may affect a known or possible archaeological site will require the results of an archaeological evaluation to be submitted as part of the planning application.

Development that affects a site where there is evidence that archaeological remains may exist will only be permitted if:

- a) **Any archaeological remains are preserved in situ; or**
- b) **Where in situ preservation is not required, or appropriate satisfactory provision is in place for archaeological investigation, recording and reporting to take place before, or where necessary during development. Where archaeological investigation, recording and reporting has taken place it will be necessary to publish the findings within an agreed timetable.**

Applicants are advised to consult:

- Tees Archaeology Historic Environment Record
- PPG16 Archaeology and Planning

2.27 The Council will ensure important archaeological sites, whether scheduled or not, are protected from inappropriate development. The Historic Environment Record held by Tees Archaeology contains details of all known sites of archaeological interest in the area. Applicants are advised to check with the Tees Archaeology whether their site may contain archaeological remains.

2.28 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 requested, 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.

2.29 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 alterations to 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.

Tees Archaeology is the official archaeological service for Redcar & Cleveland.

Tees Archaeology has the responsibility to record, research, conserve and inform about all aspects of archaeology in the area.

www.teesarchaeology.com

Appendix 5 Redcar & Cleveland Relevant Local Plan “Saved Policies”

Tourism

OTHER TOURIST ATTRACTIONS

7.23 The Borough is well endowed with tourist attractions other than the seaside towns or Redcar and Cleveland's coast and countryside. Ormesby Hall, owned by the National Trust attracts approximately 15,000 visitors per year and Guisborough Priory, an English Heritage site, in the region of 5-6,000 visitors per year. Both are promoted nationally. Visitor interest in industrial heritage is increasing all over the country: within Redcar and Cleveland the first major tourist facility associated with this is the Tom Leonard Mining Museum near Loftus which is devoted to the history and practice of ironstone mining of East Cleveland. Another is Tockett's Mill, a restored corn grinding water-powered mill near Guisborough. Scope exists to develop further such initiatives.

7.24 The Structure Plan identifies the Eston Hills as a major location for tourist development. The Eston Hills have always been enjoyed for informal recreation and new dry ski slopes are now open at Flatts Lane. The slopes proposed will eventually provide the largest dry ski facilities in the world and will feature nursery slopes, ski jumps and numerous grades of run, the largest being over 500m.

POLICY TO 4

SUBJECT TO THE OTHER POLICIES OF THE PLAN PERMISSION WILL BE GRANTED IN RESPECT OF PROPOSALS TO IMPROVE EXISTING TOURIST FACILITIES PARTICULARLY:

- A) THOSE BASED ON THE BOROUGH'S INDUSTRIAL HERITAGE INCLUDING THE TOM LEONARDS MINING MUSEUM;**
- B) ORMESBY HALL;**
- C) GUISBOROUGH;**

D) ESTON HILLS SKI SLOPE; AND

E) TOCKETT'S MILL

7.25 Many other features of tourist interest exist in the Borough which the Council recognises make an important social, economic and employment contribution.

7.26 The nationally recognised Cleveland Way long distance footpath takes advantage of the unspoilt south and east Cleveland Countryside and Redcar and Cleveland's spectacular Heritage Coast scenery. The footpath is the subject of many books and guides and brings large numbers of visitors to the Borough. It is important that its route be safeguarded as an important visitor attraction. The Council will continue to support measures intended to safeguard and improve this long distance footpath. The less well-known though regionally important Teesdale Way also passes through Redcar and Cleveland and should also be safeguarded from inappropriate development.

POLICY TO 5

THE ROUTES OF THE CLEVELAND WAY AND THE TEESDALE WAY AS SHOWN ON THE PROPOSALS MAP WILL BE SAFEGUARDED FROM ANY DEVELOPMENT WHICH MAY PREJUDICE THEIR USE AS LONG DISTANCE FOOTPATHS.

7.27 Despite the wealth of features and facilities existing or already proposed for Redcar and Cleveland, if the Borough is to capitalise on the tourist potential of the area, it cannot rely solely on these to tempt visitors to return or entice new visitor interest. Thus proposals for new tourist initiatives will be encouraged where appropriate. If the coast and countryside of the Borough are to continue to be enjoyed by everyone however, the impact of such

Transport

POLICY T 14

IMPROVEMENTS TO EXISTING PEDESTRIAN ROUTES WILL BE CARRIED OUT AS RESOURCES ALLOW, PRIORITY WILL BE GIVEN:

- A) TO ROUTES EXPERIENCING PROBLEMS; AND**
- B) WHERE THERE ARE OPPORTUNITIES TO CARRY OUT IMPROVEMENTS IN CONNECTION WITH NEW DEVELOPMENTS.**

8.35 Policy L 4 identifies a new recreational area between The Avenue and Hutton Lane, Guisborough which would provide a locally important amenity area. Furthermore, it will provide a pedestrian link between housing areas in the west of Guisborough, the open space alongside Chapel Beck and north of Rectory Lane and the district centre. The line of the path is shown on the Proposals Map.

POLICY T 15

A NEW PEDESTRIAN ROUTE WILL BE PROVIDED ALONG HUTTON AND CHAPEL BECKS LINKING THE HOUSING AREAS ON THE WEST SIDE OF GUIBOROUGH WITH THE DISTRICT CENTRE.

8.36 Cycling is a popular mode of travel for some and like walking is healthy, pollution free and makes relatively small demands on land. It is the Council's view that both activities should be encouraged and steps to improve the safety, convenience and environment of cyclists and pedestrians should be a priority. Cycleways already exist in parts of the urban areas and in 1995 the former County Council produced the Cleveland Cycle Strategy aimed at

extending the cycle network throughout the former County area. As part of this exercise, a route has been developed along the line of existing roads, bridleways and footpaths between Redcar and the eastern end of Saltburn. In addition, there are plans to formalise a route, known as the Black Path, which runs from Cargo Fleet Road alongside the rail line towards Redcar. Work is also due to start on the design of the Guisborough to Nunthorpe section of the Middlesbrough - Guisborough Cycle Route. This route is seen as being attractive to commuters, particularly if associated with the East Middlesbrough Greenway scheme in the same corridor. The aim is to have the scheme installed by the Millennium as part of the National Cycle Route. The Council will support the development of such routes where compatible with the environmental objectives and policies of this Plan, and seek sufficient resources to be devoted to their adequate maintenance, thus ensuring maximum use of the routes.

POLICY T 16

THE LINE OF THE PROPOSED CYCLE ROUTES ALONG THE BLACK PATH, AND BETWEEN GUIBOROUGH AND NUNTHORPE, TOGETHER WITH ASSOCIATED AREAS TO PROVIDE SECURE CYCLE PARKING, ALL OF WHICH ARE SHOWN ON THE PROPOSALS MAP, WILL BE PROTECTED FROM DEVELOPMENT WHICH MAY PREJUDICE THEIR USE AS CYCLEWAYS.

POLICY T 17

NEW INDUSTRIAL AND RESIDENTIAL ESTATES AND SHOPPING CENTRES WILL NORMALLY BE EXPECTED TO INCORPORATE SEGREGATED, SAFE AND CONVENIENT ROUTES AND SECURE PARKING PROVISION FOR CYCLISTS.

Appendix 6 Tees Valley Relevant Joint Minerals and Waste Core Strategy Policies

renewable energy targets and guidance, as well as waste management strategies and fiscal measures relating to final waste disposal and primary extraction. Some of the indicators used in the minerals policies are partial indicators as there are other factors, which can not be monitored, which would also indicate the delivery of these elements. Further details on this matter are provided in the Tees Valley Joint Minerals and Waste Development Plan Documents: Minerals Background Paper 2009.

Policy MWC1: Minerals Strategy

The sustainable use of minerals resources in the Tees Valley will be delivered through:

- a) where appropriate, identifying sources of alternatives to primary mineral resources, including secondary and recycled minerals, and encouraging the development of facilities to process alternative materials either at the point of production or other suitable locations;
- b) ensuring new-build developments, in particular those in regeneration and growth point areas, contribute to the efficient use of resources, to increase the proportion of construction and demolition waste recycled per year for use as an alternative mineral from 38% in 2005 to at least 80% from 2016 onwards;
- c) the efficient use of permitted reserves of primary minerals to help meet the identified need, whilst continuing to drive minerals supply up the minerals hierarchy;
- d) identifying those wharves which can be used for the landing of marine-dredged sand and gravels and safeguarding associated land for the development, extension and continuation of this activity;
- e) safeguarding the necessary infrastructure to enable the sustainable transport of minerals, in particular the use of the existing rail and port facilities in the Tees Valley; and
- f) identifying minerals resources underlying the Tees Valley and protecting them from unnecessary sterilisation by built development.

In taking forward minerals development in the plan area, and particularly along the river corridor and the Tees Estuary, proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, and other European sites, either alone or in combination with other plans and programmes. Any proposed mitigation measures must meet the requirements of the Habitat Regulations. All minerals developments must be compatible with their setting and not result in unacceptable impacts on public amenity, environmental, historic or cultural assets from their design, operations, management and restoration.

6. Transport

6.1 Sustainable Transport

- 6.1.1 Transport is a particular issue for minerals and waste developments as they deal with bulky materials which require transportation, and the developments can be very restricted in where they can be located. For instance minerals can only be extracted where they naturally occur. Most minerals and waste materials are transported by road in the Tees Valley and the promotion of rail or water based transport would be of particular benefit. The Highways Agency has identified that there are significant stretches of the Strategic Road Network which are currently suffering from capacity stress. Four stretches of the A19 and A66 were considered to be operating with traffic numbers above their recommended capacity²⁷ and the overall road capacity situation is expected to get worse over the plan period. There are a number of schemes either ongoing or planned by the Highways Agency to provide improvements to these roads.²⁸
- 6.1.2 The existing rail network includes the East Coast mainline, Saltburn to Darlington line, Darlington to Bishop Auckland line, Middlesbrough to Whitby line and the Durham Coast line. There are also a number of freight-only lines including the link from Saltburn to Boulby mine and Skinningrove steel works, numerous links along the north and south banks of the Tees as well as other individual spurs from the rail network to individual industrial sites. There are also at least 28 wharf and port facilities on the River Tees and at Hartlepool Dock, some of which are directly linked to the rail network.
- 6.1.3 The transport aspects of proposals should take account of the contents, and support the recommendations, of the Local Transport Plans of the five Boroughs.

Policy MWC10: Sustainable Transport

Proposals for minerals and waste development should prioritise the use of non-road based transport for the movement of minerals and waste resources.

Proposals for minerals and waste development should be designed and located in order to:

- a) allow easy access to the development by means of walking, cycling and

²⁷ Correspondence with Ian Radley, Highways Agency, 7th April 2008 in response to the Preferred Options Consultation.

²⁸ Road projects section of Highways Agency website, www.highways.gov.uk, viewed April 2009

public transport for employees, and if relevant users, of the facilities; and

- b) minimise the need to travel by road, and reduce the length of those road journeys which are created.

Where transportation cannot be provided by non-road means, evidence must be provided that the proposed traffic movements can be accommodated on the strategic road network and that the site can be accessed in a safe manner.

6.2 Port and Rail Facilities

- 6.2.1 Significant quantities of sand and gravel, potash and salt are transported in and out of the Tees Valley via the port and rail facilities in the area. Some of this sand and gravel is dredged from the sea bed and is controlled by Government licences. The Regional Spatial Strategy advises that 9,000,000 tonnes of such material should be landed in the North East as a whole from 2001-2021. Figures from the North East Regional Aggregates Working Party²⁹ reports show that the Tees typically provides around 35% of the North East's annual landings (385,000 tonnes) through Tees Wharf and Cochranes Wharf, and it is known that additional marine-dredged material is landed at Graythorp Yard (TERRC) and Billingham Reach. Dawson's Wharf, Middlesbrough Wharf, Middlesbrough Port (North Wharf) and Tees Dock also offer facilities which could be used for landing sand and gravel.
- 6.2.2 Tees Dock provides railhead facilities to allow the transport of materials to and from the port by rail, and at the present time potash and salt are transported from Boulby Mine (just outside of the plan area) via the rail network to this location. Dawson's Wharf also provides railhead facilities to allow transfer between rail and port facilities. No significant quantities of waste are currently transported by rail but the proposed developments at Haverton Hill and the South Tees Eco-Park are examining the feasibility of including rail links in their designs, and the locations of other existing and planned waste management facilities offer good potential to link to the network.
- 6.2.3 Tees Wharf, Cochranes Wharf, Dawson's Wharf, Middlesbrough Wharf and Middlesbrough Port (North Wharf) are all located within the Greater Middlehaven regeneration area. Policies in Middlesbrough's Development Plan would support the continued use of these wharves. However, it is clear that the Greater Middlehaven project would take priority if there were risks to the delivery of regeneration initiatives.³⁰ It is therefore appropriate to identify and

²⁹ *Annual Aggregates Monitoring Reports, North East Region Aggregates Working Party, 2004 Report published August 2006, 2003 Report published January 2005, 2002 published September 2003, 2001 Report published March 2003. The 2005 and 2006 Reports do not report the figures for the Tees Valley for reasons of commercial confidentiality.*

³⁰ *Middlesbrough Regeneration DPD, Middlesbrough Council, February 2009*

safeguard alternative sites to ensure sufficient capacity in the long term for landing the present level of supply.³¹

Policy MWC11: Safeguarding of Port and Rail Facilities

Development which is proposed on or in the vicinity of:

- a) Tees Dock (Redcar and Cleveland);
- b) Graythorp Yard (Hartlepool);
- c) Billingham Reach Industrial Estate (Stockton-on-Tees); or
- d) the existing rail infrastructure in the Tees Valley

will only be permitted where it would not prejudice the transportation of minerals resources and waste materials by water and rail.

6.2.4 Planning permission was granted by Redcar and Cleveland Council in 2007 for the development of 'the Northern Gateway', a deep water port terminal at Teesport (Tees Dock). This development will support and enhance the facilities available at Tees Dock. Network Rail has significant investment planned for the Tees Valley rail network with £100 million worth of works on the re-signalling of parts of the Durham Coast line and lines in the South Tees area, signal remodelling of the Darlington South junction and bridge improvement works. In addition to this, Tees Valley Unlimited and partners are preparing a business case for further investment in the rail network which includes increased capacity and rail gauge enhancements for Teesport. This will allow the proposed Tees Metro to run in conjunction with passenger and freight services on the heavy rail network and improve connections to the national rail network. Negotiations are ongoing with Network Rail, Department for Transport and Department for Transport Rail with regard to the funding for the additional proposed works.

³¹ *Tees Valley Joint Minerals and Waste Development Plan Documents: Waste Background Paper 2009.*

Appendix 7 Tees Valley Relevant Joint Minerals and Waste Policies & Sites Development Plan Document Policies

Policy MWP1: Waste Audits

A waste audit will be required for all major development proposals. The audit should identify the amount and type of waste which is expected to be produced by the development, both during the construction phase and once it is in use. The audit should set out how this waste will be minimised and where it will be managed, in order to meet the strategic objective of driving waste management up the waste hierarchy.

Waste audits should consider the following management options in their recommendations:

a) Residential Developments

Sufficient storage space should be provided, both internally and externally, for household waste disposal, recycling and composting bins, ensuring that appropriate access is provided to move these bins from their storage positions to their collection points. Adequate access and turning facilities must be provided for refuse collection vehicles.

b) Retail, Employment and Industrial Development

Sufficient space should be provided, for either individual organisations or groups of organisations located close together, to separate and store their waste so it is ready for collection. For proposals involving groups of buildings or developments, such as industrial estates, business parks or retail parks, consideration should also be given to on-site waste processing or treatment facilities of a suitable scale. Appropriate access should be provided for the collection of materials.

Appendix 8 Redcar & Cleveland Landscape Character Supplementary Planning Document

Redcar & Cleveland Local Development Framework

Landscape Character SPD

March 2010



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I. INTRODUCTION

The Role and Purpose of the Supplementary Planning Document

- I.1 The Landscape Character Supplementary Planning Document (SPD) forms part of the Redcar and Cleveland Local Development Framework (LDF). It will apply to development in that part of Redcar and Cleveland outside of the North York Moors National Park.
- I.2 The SPD explains the role of landscape character areas and sets out guidance to be used in designing development and new landscape features in each area, building on the 'Redcar and Cleveland Landscape Character Assessment' (2006). In determining applications, the authority will work with applicants to ensure that new proposals for development are consistent with the policies of the Local Development Framework and also respect the landscape character of the Borough.

Rural Landscape Design

- I.3 Rural design consists of the choice, selection and quality of built forms or other structures in a countryside location. Landscape design may either be an integral part of this process (as associated 'landscaping' - a term which includes planting) or be carried out on its own, for example as countryside management or access improvements.

What is landscape?

In basic terms, landscape is 'the appearance of land' or 'scenery' but landscape is also 'a living record of the way that our physical environment has interacted with cultural influences over time' (Landscape Character Network). It is also 'an area as perceived by people whose character is the result of the action and interaction of natural and/or human factors' (European Landscape Convention).

'Landscape is about the relationship between people, place and nature. Landscape is a human concept and as such encompasses how we view and experience the land, and the feelings, memories or associations that the land evokes'. (The Countryside Agency 'Landscape, Beyond The View' (2006).

- I.4 Landscape design is an integral part of the planning and development process. High quality landscape design can improve both the development it is associated with and the local environment in which it is located. It is essential to consider landscape issues early in the design process.

Landscape Proposals

Understanding the character of a site and its broader setting is fundamental in the development of a successful landscaping proposal. New development in the countryside or on the edges of settlements should be designed to relate to its landscape context, ie to the character of the local and wider landscape, in addition to local 'built form.' Both are major considerations to be taken into account when drawing up Design and Access Statements to support planning applications.

Design and Access Statements

- 1.5** This SPD will help applicants to draw up Design and Access Statements, which are a requirement of planning applications. These Statements cover the design principles which underpin development proposals and which will include, among other considerations, an analysis of the site and its environs, how the design relates to, and enhances, its context, and the principles behind the development's architectural and landscape design. A useful reference is *Design and Access Statements. How to Write, Read and Use Them*, CABI (the Commission for Architecture and the Built Environment) (2006).

Urban Design Guidelines SPD

- 1.6** This Landscape Character SPD is a companion guide to the Urban Design Guidelines SPD. 'The Urban Design Guidelines for Redcar and Cleveland' SPD (2006) has been produced to promote higher standards of design in the Borough. It applies to settlements in both urban and rural areas. The premise of the document is that every development of any scale has the potential to make a positive environmental contribution.

What is 'design'?

'Design' implies a creative effort to achieve something that is functional and/or aesthetically pleasing. Where design is of 'good quality', function and aesthetics come together and the needs and expectations of its 'users' are met. This may be clearly evident in the case of buildings and structures; for planting, it implies that it has a purpose (for example for wildlife or shelter) and that it satisfies a visual expectation.

2. POLICY CONTEXT

National and Regional Guidance, Policies and Designated Sites

- 2.1 National planning policy on rural development, wildlife and landscape designations is set out in Planning Policy Statement 1 (PPS 1) (Delivering Sustainable Development), PPS7 (Sustainable Development in Rural Areas) and PPS 9 (Biodiversity and Geological Conservation). National policy on the historic environment is covered by Planning Policy Guidance 15 (PPG 15).
- 2.2 Regional Spatial Strategy Policy 31 sets out policy on landscape character, while Policy 33 supports the use of Countryside Design Strategies.
- 2.3 Appendix B sets out further details of these documents.

Redcar and Cleveland Local Development Framework

- 2.4 This SPD sets out design guidance to support the implementation of the following policies in the Redcar and Cleveland Core Strategy and Development Policies DPDs (adopted July 2007).

CS 24 Biodiversity and Geological Conservation

- supports the protection and enhancement of the Borough's biodiversity and geological resource.

CS 22 Protecting and Enhancing the Borough's Landscape

- supports the protection and enhancement of the Borough's landscape based on the character areas identified through the Landscape Character Assessment; and
- restricts any development which leads to the loss of important features of landscape character and supports measures to enhance, restore or create those special features.

CS 25 Built and Historic Environment

- supports the protection and enhancement of the built and historic environment and the positive contribution that development proposals can make to this character.

DPI Development Limits

- Controls and restricts development beyond the development limits.

Biodiversity and Landscape Designations

- 2.5** Each type of habitat supports well-adapted and distinct native vegetation, and retaining these habitats is a key element of sustainability. Many habitats are protected for their botanical, wildlife or other intrinsic value. Their protection also assists in retaining landscape character, as an area of planting or other habitat may be valuable both for biodiversity and visual reasons. In addition, there are sites outside designated areas that are valuable for biodiversity either in themselves or as links between habitats, for species movement and migration. Protection and enhancement of habitats and species in the Tees Valley is promoted by the Tees Valley Biodiversity Action Plan, which is a plan of action for threatened or locally characteristic habitats and species. In this context, certain species are protected in their own right, primarily under the provisions of the Countryside Act (1981).

Environmental Stewardship

A scheme known as Environmental Stewardship provides funding for farmers and other land managers who deliver effective environmental management of their land, including conservation of biodiversity, and maintain and enhance landscape quality and character. More information is available from Natural England (<http://www.naturalengland.org.uk/ourwork/farming/funding/es/default.aspx>)

What are 'biodiversity' and the 'Biodiversity Duty'?

Biodiversity is the variety of life on earth, and includes all plant and animal species. The Natural Environment and Rural Communities Act (2006), otherwise known as the NERC Act, places a duty on all public bodies to have regard to biodiversity in the exercise of their functions.

European and International Sites

- 2.6** 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 following sites have international protection: the Teesmouth and Cleveland Coast SPA, which is also a 'RAMSAR' site, and the North York Moors SPA, which is also an SAC.

National Sites

- 2.7** 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.
- 2.8** The SSSIs in the Borough (outside 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 and Langbaugh Ridge.

Local Wildlife Sites

- 2.9** Formerly known as 'Sites of Nature Conservation Importance' or SNCIs, these are sites valued at a local level; they represent within the Borough a range of habitats including woodland, scrub, marsh, moorland, meadows, grassland, cliffs and ponds. They are protected by Local Development Framework Policy CS 24 and represent a material consideration in planning applications.
- 2.10** Following the publication of criteria for selection by DEFRA (2006), a review of the SNCIs in the Borough is being carried out and Local Wildlife Sites will be designated.

Local Nature Reserves

- 2.11** LNR's are statutory sites declared by the Council (and ratified by Natural England) to promote education and access to nature. There are 6 LNR's in the Borough and they are protected by Local Development Framework Policy CS 24.

Heritage Coasts

- 2.12** The Borough's 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.
 - Take account of the needs of agriculture, forestry and fishing, and of the economic and social needs of the small communities on these coasts.



The cliffs at Warsett Hill, near Saltburn

Hedgerows and Woodlands

- 2.13** Both hedgerows and woodlands are very significant elements in the landscape of the Borough and have a dominant influence on landscape character.
- 2.14** Hedgerows are regarded as 'the most significant wildlife habitat over wide stretches of lowland UK' (The UK Biodiversity Action Plan (BAP). 'Ancient and species-rich hedgerows' are a priority habitat in the UK BAP as they tend to support the greatest diversity of plants and animals.' Although none are designated in the Borough as Local Wildlife Sites, the hedges in the Borough are very important for wildlife and landscape, and also provide a living link with the past.

The Hedgerow Regulations (1997)

These Regulations provide the protection of 'important' countryside hedgerows (ie excluding hedges bordering gardens) by controlling their removal by means of a system of notification to the Local Authority.

The key to whether a hedgerow can be protected is its 'importance'. This is assessed against a set of criteria which include historic/archaeological, landscape/amenity and ecological values. In addition, to be 'important', a hedge must be at least thirty years old and at least twenty metres long (or meet another hedgerow at each end).

Additional information is provided in a leaflet entitled 'The Hedgerow Regulations, Your Questions Answered' by the Department of Environment, Food and Rural Affairs (DEFRA). This may be viewed online at www.defra.gov.uk.



Hedgerows near Brotton

- 2.15** Trees, as individuals or grouped as copses or woodland, are also an integral part of the landscape of lowland, and much of upland, Britain. Trees have an essential role to play in supporting biodiversity and in providing shelter. 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 have been designated as Local Wildlife Sites.

- 2.16** The Council has published a *Community Tree and Woodland Strategy* (March 2008), which is important in providing the Borough with a proactive approach to sustainable tree management, including management aims.

3. LANDSCAPE CHARACTER

- 3.1 Natural England has produced 'The Character of England Map', which divides England into national character areas which provide the broad framework for more detailed assessments at regional and local level. The map shows Redcar and Cleveland in the character areas known as the 'Tees Lowlands' and the 'North Yorkshire Moors and Cleveland Hills.'
- 3.2 Guidance in Planning Policy Statement 7 and from Natural England has moved away from policies based on landscape quality designations, such as Special Landscape Areas, towards those founded on assessments of landscape character.
- 3.3 The Redcar and Cleveland Landscape Character Assessment (2006) has been carried out in accordance with this approach.

What is Landscape Character?

'Landscape Character' has been defined by the Countryside Agency (now Natural England) as 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'.

Underlying geology and land form are often the main influences on landscape character, supplemented by river systems, soils, vegetation cover, settlement pattern and land use.

Landscape Character Assessment

- 3.4 'Landscape Character Assessment is an approach that aids recognition and understanding of the differences between landscapes. It can serve as a framework for decision-making that respects local distinctiveness. It allows us to 'unpack' the landscape and understand how its distinctive elements contribute to a sense of place' (Landscape Character Network).
- 3.5 The purpose of carrying out a Landscape Character Assessment in the Borough has been to provide a framework for understanding its diverse landscapes. The Landscape Character Assessment:
 - provides the context in landscape and biodiversity terms for rural planning decisions;
 - describes and maps variations in landscape character in the Borough;
 - analyses positive and negative attributes of each landscape unit;
 - draws attention to wildlife habitats including ancient woodland; and
 - indicates how landscape character and biodiversity may be improved.

- 3.6** The advantages of this method over the previous method of determining high quality landscape in visual terms are that countryside protection can be based on knowledge and understanding of the characteristics of the countryside, and that the countryside can be safeguarded as a whole rather than only the parts that are deemed to be of significant value.

Landscape Classification

- 3.7** The landscape character assessment has led to a classification of the rural landscape into two categories:
1. the 'Sensitive Landscapes,' in which much landscape structure is present to give high 'strength of character' which is sensitive to change; and
 2. the '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.
- 3.8** In the Borough, Sensitive Landscapes cover parkland, the coast, the wooded beck valleys and areas of upland, while the remainder of the rural areas outside the limits to development are classified as Restoration Landscapes. In both categories of landscape, preference should be given to planting locally-found native species. However, it should be recognised that, in some habitats and landscapes with an open rather than wooded character, new tree planting may not be the most appropriate course of action.
- 3.9** The landscape character areas are indicated on the Local Development Framework Proposals Map, and on Appendix D of this document.

Sensitive Landscapes

- 3.10** Here, 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 crucial importance.
- 3.11** In these areas, development should not only leave existing planting in place, thus also respecting areas of wildlife value and potential, but should also include 'new' planting to support the development. The design and detailing of the planting should take into account the character and detail of the landscape (including distinctive species) in which it takes place, and be related to the scale and siting of the development.

Restoration Landscapes

- 3.12** This landscape 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.

Historic Landscapes

Historic Landscape Characterisation

- 3.13** Historic Landscape Characterisation has been developing in England over the last 10 years. It is about 'identifying the traces of the past within the modern landscape, and recognising that essentially the landscape has its present character because of the changes it has undergone over the past millennia. The challenge, therefore, is to address how future change can sensitively respect local character and diversity'. English Heritage (2004).
- 3.14** Additional information is provided in Appendix C.

Broad Landscape Areas and Landscape Units

- 3.15** Under the Redcar and Cleveland Landscape Character Assessment, the countryside of the Borough is divided into four Broad Landscape Areas. These represent recognisable areas of landscape, determined by a particular combination of physical and land cover characteristics and geographical context. Although these areas cover large areas of land and may be quite diverse in character, they nevertheless have a distinctive local identity that sets them apart from neighbouring areas.
- 3.16** The four Broad Landscape Areas are as follows (these are indicated in the map in Appendix D):
- (a) Eston Hills (the uplands at Eston, Upleatham, and Skelton)
 - (b) Redcar Flats (the coast and countryside around Redcar and Marske)
 - (c) East Cleveland Plateau (the coast from Saltburn to Boulby and the countryside fringing the North York Moors)
 - (d) Guisborough Lowland (the broad valley from Nunthorpe to Margrove Park)
- 3.17** Each Broad Landscape Area is divided into Landscape Units, described as a landscape 'type', (eg undulating farmland), followed by a location, (eg 'East of Guisborough').

Landscape Guidelines

- 3.18** General guidance, applying throughout the rural area, is set out below, followed by a description and guidance for each of the four Broad Landscape Areas in the Borough.

Gardens on Settlement Edges

- 3.19** The edges of most towns and villages are bordered by gardens. Whilst they can provide a transition between the built up area and the countryside, the treatment of garden boundaries is important. It is advisable to follow local traditions in the choice of fence type, and use timber post and rail in preference to close-boarded or chain-link fences. It is preferable to consider locally-found native species for peripheral hedges, avoiding species such as Leyland cypress, which can lead to problems as a result of its fast growth. Ornamental planting on rural garden edges can also appear to be out of character. In addition, property entrances should be

of a scale appropriate to their setting, avoiding large gates and high brick pillars and walling, which introduce a more urban character.



Native species on the edge of a rural garden

Plant Selection in Rural Areas

3.20 Preference should be given to selecting locally indigenous species to encourage wildlife and respect and enhance local character. When used as screening, planting should not be used to remedy poor built design.



Leyland cypress is inappropriate in a rural setting

3.21 Planting proposals should be developed with the following in mind:

Design of planting layout

The layout of new planting will have a strong effect on how a development is perceived and the way it 'fits' into the landscape. In general, formal patterns of tree planting such as avenues are not appropriate in the rural areas of the Borough, and tree planting in hedgerows should be of varied spacing to reduce any semblance of regularity.

The pattern of the local landscape can often provide clues on the most appropriate way to arrange planting. Planting as a screen to new development should aim to integrate as well as to hide, so that the planting may be dense next to the development but 'taper off' to the sides before merging into, for example, adjacent existing field boundary hedgerows.

Treatment of boundaries is particularly important. These often provide a direct physical link to the neighbouring pattern of vegetation and landscape character. If hedgerows play a major part in local character, it may be fully appropriate to plant a hedge with trees as the boundary treatment of new development and to use the same or similar species.

The size and shape of 'new' woodland should be influenced by local landscape character and the pattern and distribution of existing woodland, in addition to landform and soil type.

It should be noted that allowing the natural colonisation of open ground by fencing against grazing animals is often preferable to planting cultivated trees.

Selection of species

Native species will, in general, support the greatest range of wildlife, and the most favourable opportunities for biodiversity will come from choosing those native species that are growing in nearby woodlands or hedgerows. The use of such species is particularly important where the planting is adjacent to, or is part of, habitat creation or management, which should be in line with local Biodiversity Action Plan targets.

Locally-occurring species are also the ones most likely to thrive under the local conditions of soil, situation or exposure, and will also be the most appropriate in visual terms. Planting stock should be selected from British sources.

Adjacent land uses

The location of new planting, especially on a large scale, must be carefully considered in relation to areas of historical or archaeological value and to existing habitats of biodiversity value, which may be more valuable to wildlife than woodland.



A wetland habitat close to new housing



Planting integrates development into the landscape

Guidance by Broad Landscape Area

3.22 This section summarises the findings of the Redcar and Cleveland Landscape Character Assessment (2006), which provides a valuable understanding of the nature of the local countryside, its character, the landscape elements that contribute

to this character, and how this may be strengthened, either in a management programme or ancillary to any development process.

- 3.23** The Landscape Units within each Broad Landscape Area are set out in the Landscape Character Assessment, together with a description of positive and negative attributes from a landscape analysis.

Eston Hills (the uplands at Eston, Upleatham and Skelton)

Description

- 3.24** The Eston Hills Broad Landscape Area is characterised by a complex of prominent steep-sided hills linked by low saddles which form a parallel series of foothills, or outliers, to the main escarpment of the Cleveland Hills, which lie within the North York Moors National Park. Open moorland and wooded hillsides and escarpments contribute to the distinctive character of this area and give it an identity unlike any other part of the Borough. An area of parkland at Wilton is important within this Area.
- 3.25** Extensive and contrasting views are available from many locations; of isolated woods and hedges set within a farmland context.
- 3.26** In the Sensitive Landscapes, changes in character are disco to the south there is the backdrop of the Cleveland Hills, whilst to the north there are views over the urban and industrial developments of Teesside and Redcar.
- 3.27** The Eston Hills Area consists of three distinct but closely grouped elevated areas: the Eston Hills upland between Dunsdale and Ormesby, the higher land at Upleatham, and that situated between Skelton and Slapewath. Associated with these uplands are ‘saddles’ of relatively lower land linking them and the slopes that edge them. Also included are the upper reaches of Skelton Beck, known as Tocketts Beck and Waterfall Beck in this Area.

Landscape Assessment

- 3.28** Under the Landscape Character Assessment, the landscapes in the Eston Hills Area are classified into ‘Sensitive Landscapes’ on the higher land, the beck valleys and the parkland, and ‘Restoration Landscapes’ on the remainder. The uplands have a high strength of character, a product of a dominant landform and a strong woodland pattern. The lower-lying areas are characterised by a more open landscape structure uraged and the emphasis is on retention of landscape elements; indeed, changes will take on a visual prominence over much of this area on the more elevated parts. New planting for screening or integration should closely reflect the nature and detail of the existing vegetation.
- 3.29** In the areas of Restoration Landscapes, retention of appropriate existing landscape features is important to integrate any new development into the landscape, to act as the basis for new planting, or for the creation of ‘new landscape’.
- 3.30** Eston Moor has, since the time of the Assessment, been designated a Local Nature Reserve. Sites and areas of biodiversity value occur outside these designated sites,

with value both in themselves and as wildlife links or potential areas for development of habitat.

3.31 In recognition of its archaeological value, the moor and its edges are designated as 'Eston Hills Historic Landscape.'

Landscape and biodiversity guidelines

- Habitat creation and management in line with local Biodiversity Action Plan targets to complement local landscape character.
- In the beck valleys, appropriate woodland management and the extension of woodland planting or other habitat creation onto adjacent land;
- In the parkland, encouragement of management of the woodlands;
- Management to conserve and enhance existing woodland and native semi-natural vegetation and associated wildlife;
- Tree planting to reinforce wildlife corridors, to link areas of isolated woodland, and, with hedgerow plants, to extend field pattern along field boundaries or create smaller fields;
- Management of hedges to ensure their long-term survival and introduce hedgerow trees to strengthen character and landscape pattern; and
- Planting of native broadleaved trees to soften the edges of coniferous woodland.



An aerial view looking over the Eston Hills and beyond

Species

3.32 Selection of species may include the following, with final choice related to aspect, exposure, soil type, and those species found growing locally, in compliance with any habitat management plan that may be in place.

- **Woodland and copse trees:** English oak (*Quercus robur*), Sessile oak (*Quercus petraea*), Rowan (*Sorbus aucuparia*), Scots pine (*Pinus sylvestris*), Beech (*Fagus sylvatica*), Birch (*Betula pendula* and *Betula pubescens*), Wild cherry (*Prunus avium*), with Common alder (*Alnus glutinosa*) as a nurse, providing early shelter.
- **Hedgerow trees:** Ash (*Fraxinus excelsior*), English oak (*Quercus robur*), Sessile oak (*Quercus petraea*).
- **Garden edge trees:** as above, relating to available space.
- **Hedging plants:** Hawthorn (*Crataegus monogyna*), Blackthorn (*Prunus spinosa*), as the principal species, with Guelder rose (*Viburnum opulus*), Dog rose (*Rosa canina*), Holly (*Ilex aquifolium*), Field maple (*Acer campestre*).
- **Herbaceous species,** appropriate to the local habitat.

Settlements

- 3.33** Settlements within the Eston Hills Broad Landscape Area include Wilton Village and Upleatham, both estate villages, which along with Guisborough on the southern edge of the zone are designated as conservation areas.

Built Design

- 3.34** The local jurassic sandstone is the principal material for earlier buildings, with brick being increasingly used during the nineteenth century. Buildings of both stone and brick usually now have pantiled or slated roofs, and the use of these materials should be encouraged in any new development or in alterations to existing buildings.

Redcar Flats (the coast and countryside around Redcar and Marske)

Description

- 3.35** The Broad Landscape Area of 'Redcar Flats' is bordered by the escarpment of the Eston Hills to the south and the coast to the north. Over the inland part of the zone, the presence of high quality farmland has encouraged intensive arable cultivation and the enlargement of fields. The hedgerow pattern is sparse and there are few landscape features to interrupt the open, gently sloping landscape.
- 3.36** Long views predominate in this landscape, and skyline features take on particular importance. The industry at Wilton Works, and the abrupt urban edges of Redcar, Marske, New Marske, Saltburn and the A174 and railway corridors have a strong local influence on landscape character.

Landscape Assessment

- 3.37** The Character Assessment has classified the landscape in this Broad Landscape Area as 'Restoration Landscape'. Existing features in this open landscape are relatively sparse and their retention is important to 'place' new development, to act as the basis for additional planting, or for the creation of 'new landscape'. Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure.
- 3.38** Whilst the inland parts of this Area have a weak character resulting from hedgerow decline and loss, the land near the coast is of an open character due to maritime exposure. This presents a situation in which 'restoration' or the creation of new character will be inappropriate, and landscape treatment of any development may take the form of alternative measures such as mounding.
- 3.39** Sites and areas of biodiversity value occur outside these designated sites, with value both in themselves and as wildlife links or potential areas for development of habitat.

Landscape and biodiversity guidelines

- Habitat creation and management in line with local Biodiversity Action Plan targets to complement local landscape character.

- Beyond the coastal fringe, reinforcing and extending hedgerows and introducing copses of appropriate scale; and
- Planting on settlement edges to reduce the effect of visually-harsh urban edges.

Species

3.40 Selection of species may include the following, with final choice related to aspect, exposure, soil type and those species found growing locally, in compliance with any habitat management plan that may be in place. Exposure to winds from the sea is an important consideration in this area. In areas of the tract more distant from the coast or where shelter is available, the choice of species is wider; species listed under the sections relating to the other tracts may be used as a guide.

- **Woodland and copse trees:** English oak (*Quercus robur*), Sessile oak (*Quercus petraea*), Rowan (*Sorbus aucuparia*), Ash (*Fraxinus excelsior*), Sycamore (*Acer pseudoplatanus*)
- **Hedgerow trees:** as above
- **Garden edge trees:** as above, relating to available space.
- **Hedging plants:** Hawthorn (*Crataegus monogyna*), Blackthorn (*Prunus spinosa*), as the principal species, with Guelder rose (*Viburnum opulus*), Dog rose (*Rosa canina*), Holly (*Ilex aquifolium*), Field maple (*Acer campestre*).
- **Herbaceous species,** appropriate to the local habitat.

Settlements

3.41 The only settlement within this countryside tract is Kirkleatham, an estate village designated as a conservation area. Farm complexes on this better quality land tend to be larger than elsewhere in the Borough, which, coupled with the flat nature of the land, makes them significant landscape features.

Built Design

3.42 The predominance of stone and brick combined with pantiles and slate for traditional buildings is as elsewhere in the Borough, and the use of these materials should be respected in any new development or in alterations to existing buildings.



An aerial view over Marske

East Cleveland Plateau (the coast from Saltburn to Boulby and the countryside fringing the North York Moors)

Description

- 3.43** This Broad Landscape Area consists of an open, elevated coastal plateau rising towards the south to meet the North York Moors. The plateau has an exposed, open rural character with large-scale farmland bordered by hedges. A number of lanes are also characterised by hedges on each side. The plateau is dissected by a complex system of deeply-incised sheltered, heavily-wooded, valleys or gills, which meet the coast at two points within this Area; these are separated by higher land, where dramatic cliffs fall to wave-cut platforms at sea level.
- 3.44** A history of mining and related industries within the Area has left its mark on the landscape, and pockets of industry associated with villages and in the open countryside, spoil heaps and disused mineral railways have a strong influence on the landscape character. Many of the spoil heaps have now been regraded and planted, as at Liverton Mines and Lumpsey, and some removed as at Lingdale. Others, though, remain, most notably that at Kilton which is visible over a wide area.

Landscape Assessment

- 3.45** Under the Landscape Character Assessment, the wooded valleys are classified as Sensitive Landscapes, whilst the remainder of the Area falls in the Restoration Landscape category.

- 3.46** In the Sensitive Landscapes generally, changes in character are discouraged, and the emphasis is on retention of landscape elements;
- 3.47** The landscape of this area, classed as 'Restoration Landscape,' is essentially an open one, with comparatively few features (woodland and hedges) and large fields; the retention of these landscape features is important to 'place' new development, to act as the basis for additional planting, or for the creation of 'new landscape'. Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure.
- 3.48** Sites and areas of biodiversity value occur outside the designated sites, with value both in themselves and as wildlife links or potential areas for development of habitat.

Landscape and biodiversity guidelines

- Habitat creation and management in line with local Biodiversity Action Plan targets to complement local landscape character.
- Woodland management in the beck valleys and the extension of woodland planting or other habitat creation onto adjacent land;
- Extension of woodland cover to link with existing tree belts, wooded valleys and vegetation on old railway lines and to help screen and integrate village edges into the landscape;
- Extension and repair of existing hedgerows and incorporation of hedgerow trees;
- Woodland planting in belts and blocks to extend woodland habitat and link existing woodlands; and
- On moorland fringe areas, improvement in the maintenance and management of stone walls.

Species

- 3.49** Selection of species may include the following, with final choice relating to aspect, exposure, soil type and those species found growing locally, in compliance with any habitat management plan that may be in place.
- **Woodland and copse trees:** English oak (*Quercus robur*), Sessile oak (*Quercus petraea*), Rowan (*Sorbus aucuparia*), Scots pine (*Pinus sylvestris*), Beech (*Fagus sylvatica*), Birch (*Betula pendula* and *Betula pubescens*), Wild cherry (*Prunus avium*), with Common alder (*Alnus glutinosa*) as a nurse, providing early shelter.
 - **Hedgerow trees:** Ash (*Fraxinus excelsior*), English oak (*Quercus robur*), Sessile oak (*Quercus petraea*).
 - **Garden edge trees:** as above, relating to available space.

- **Hedging plants:** Hawthorn (*Crataegus monogyna*), Blackthorn (*Prunus spinosa*), as the principal species, with Guelder rose (*Viburnum opulus*), Dog rose (*Rosa canina*), Holly (*Ilex aquifolium*), Field maple (*Acer campestre*). (There is a local dominance of holly in hedges bordering Mill Lane to the south of Carlin Howe).
- **Herbaceous species,** appropriate to the local habitat.

Settlements

3.50 The settlements to the north of the plateau - Skelton, Brotton, Skinningrove and Loftus - have ancient origins but grew to serve the ironstone mining and related industries. In the southern part of the zone the villages of Liverton and Moorsholm, both designated conservation areas, have retained much of their agricultural character and clearly display their Medieval origins in their form. These villages contribute positively to the character of the area.

Built Design

3.51 Traditional buildings in the area are primarily of stone or brick with pantiles or slate, and the use of these materials should be acknowledged in the Design Statement for any new development or in alterations to existing buildings.

Guisborough Lowland (the broad valley from Nunthorpe to Margrove Park)

Description

3.52 This Area encompasses Guisborough and lies to the south of the Eston Hills. It is gently undulating with a distinctive lightly wooded character. Woodland blocks are numerous but small, and hedges tend to be thin or gappy with few trees. It is physically confined, sandwiched between Eston Hills to the north, the Langbaugh Ridge to the south. The largely arable farmland is undulating in the west, but is flatter towards Guisborough and starts to rise towards Roseberry Topping.

3.53 The urban edge of Nunthorpe has an intrusive visual impact on fringe farmland, and the A171 is prominent locally.

Landscape Assessment

3.54 The zone to the west of Guisborough takes its character largely from the hedgerow network over the farmland, with only scattered small woodlands, rather than from any strongly wooded content.

3.55 To the east of Guisborough, however, there is a varied character of farmland, hedges and woodland associated with the parkland at Gisborough Hall.

3.56 The Character Assessment has classified the landscape in this tract as being 'Restoration Landscape' except for the parkland at Gisborough Hall, which is a 'Sensitive Landscape,' where changes to character are discouraged.

3.57 The retention of existing features is important to 'place' any new development, to act as the basis for additional planting, or for the creation of 'new landscape'. Additional planting may comprise, for example, a hedgerow to continue the line of an existing one, or, in preference, form a hedgerow pattern or network and combine with tree planting to create an enhanced landscape structure. The landscape of this zone is noted for the scarcity of hedgerow trees and the scattered small woodland blocks.

3.58 Sites and areas of biodiversity value occur outside the designated sites, with value both in themselves and as wildlife links or potential areas for development of habitat.

Landscape and biodiversity guidelines

- Habitat creation and management in line with local Biodiversity Action Plan targets to complement local landscape character.
- Management and restoration of existing hedgerows and extend pattern; include hedgerow trees;
- In the parkland, encouragement of the management of the woodlands; and
- Establishment of new woodland blocks or copses, for example at field corners.

Species

3.59 Selection of species may include the following, with final choice related to aspect, exposure, soil type and those species found growing locally, in compliance with any habitat management plan that may be in place.

- **Woodland and copse trees:** English oak (*Quercus robur*), Sessile oak (*Quercus petraea*), Rowan (*Sorbus aucuparia*), Scots pine (*Pinus sylvestris*), Beech (*Fagus sylvatica*), Birch (*Betula pendula* and *Betula pubescens*), Wild cherry (*Prunus avium*), with Common alder (*Alnus glutinosa*) as a nurse, providing early shelter.
- **Hedgerow trees:** Ash (*Fraxinus excelsior*), English oak (*Quercus robur*), Sessile oak (*Quercus petraea*).
- **Garden edge trees:** as above, relating to available space.
- **Hedging plants:** Hawthorn (*Crataegus monogyna*), Blackthorn (*Prunus spinosa*), as the principal species, with Guelder rose (*Viburnum opulus*), Dog rose (*Rosa canina*), Holly (*Ilex aquifolium*), Field maple (*Acer campestre*).
- **Herbaceous species,** appropriate to the local habitat.

Settlements

3.60 The Broad Landscape Area is centred on, but excludes, Guisborough, but within the Area itself is a scattered distribution of farm buildings, and the villages of Pinchinthorpe and Mountpleasant.

Built Design

- 3.61** Traditional buildings in the area are primarily of stone or brick with pantiles or slate, and the use of these materials should be acknowledged in the Design and Access Statement for any new development or in alterations to existing buildings.

4. BUILT FORM

Village Form and Character

- 4.1 Any proposed development on the edge of a village should avoid disruption of any landscape features which define or conceal the village and should be sited to complement village form and character, integrating both with the settlement and the surrounding countryside.
- 4.2 The design, detail and materials of every proposed new development should reflect the particular local character of villages or groups of buildings.
- 4.3 Where the use of traditional materials is not possible, particularly with regard to larger agricultural or industrial buildings, it is important that the choice of modern materials is considered with the need to integrate with existing buildings as well as with the wider landscape.

Size and Scale

- 4.4 These considerations can be problematic with new developments in or adjoining the countryside, particularly where modern buildings, notably farm and industrial buildings, tend to be larger than traditional structures. They can disrupt the accepted scale of the landscape, especially where seen with older traditional buildings. The effect of size and scale can be reinforced or modified by choice of site, use of colour and design of details.



An elaborate entrance is inappropriate in a rural setting



Buildings of appropriate scale in the landscape

Location

- 4.5** Even small-scale development in the countryside relies for its visual success on an understanding and appreciation of its setting and context.
- 4.6** Integration of a development into the landscape is assisted by placing the development on lower land, against a background of trees and with the 'grain' (or 'contour') of the existing landscape. On the other hand, a development assumes more dominance when it is placed in a skyline position.



A development on the skyline can appear dominant

- 4.7** The relationship between development and existing landscape features is important. These features may include not only vegetation but also topography (ridges and valleys). Retaining a site's natural features can provide a stronger relationship between a new development and its surroundings. There are often opportunities to alter existing levels to lower a development into its site and at the same time to raise low mounds to 'nestle' the development into the landscape.

Colour

- 4.8** A light-coloured building will draw attention to itself and its scale in what is predominantly a dark coloured landscape. The generally soft light in this country actually intensifies colours rather than bleaching them, and this should be borne in mind when selecting the colour of materials. Greens should be used with particular care, as bright greens clash with almost all natural greens and draw attention. The preponderance of natural greens in our landscape can, in fact, lead to clashes with most other strong hues.



The effects of different colours in the landscape

- 4.9** Generally speaking, dark colours make objects appear smaller and less obvious. Where modern materials are being used, dark colours and tones are usually more compatible with the landscape. Shades varying from browns, through grey-browns, grey-greens and greys to near black are the most useful, with warm greys being particularly so. Darker colours should always be used for roofs. Pitched roofs reflect much more light than vertical walls and can easily look too light and conspicuous.

Detailing

- 4.10** As well as influencing building character at close range, detailing can affect how a building is read in the wider landscape setting. Contrasting materials, textures, profiles, projections and junctions all produce shadows and different degrees of

reflection that break up a building's shape and thus play down its apparent size. Variations in roof height can also help to reduce the scale of a building.

APPENDIX A: Planting Native Trees and Shrubs

A list of trees and shrubs native to Britain is set out in this section, together with some notes on the use of native species in new planting and the benefits of this approach.

Native Trees and Shrubs

A definition of a 'native plant' is one 'that has not been originally introduced by human agency,' Rackham (1986). Native plants have a varied distribution over Britain related to soils and climate.

Trees:

- English oak (*Quercus robur*)
- Sessile oak (*Quercus petraea*)
- Rowan (*Sorbus aucuparia*)
- Whitebeam (*Sorbus aria*)
- Beech (*Fagus sylvatica*)
- Birch (*Betula pendula* and *Betula pubescens*)
- Wild cherry (*Prunus avium*)
- Bird cherry (*Prunus padus*)
- Common alder (*Alnus glutinosa*)
- English elm (*Ulmus procera*)
- Wych elm (*Ulmus glabra*)
- Small leaved lime (*Tilia euchlora*)
- Large leaved lime (*Tilia platyphllos*)
- Ash (*Fraxinus excelsior*)
- Aspen (*Populus tremula*)
- Black poplar (*Populus nigra*)
- Willows (*Salix* species) (19 are native to Britain)
- Common lime (*Tilia europea*) ('possibly native' (Alan Mitchell 1974))

(Note that Horse chestnut and Sycamore have been introduced)

Shrubs:

- Hawthorn (*Crataegus monogyna*)

Blackthorn (*Prunus spinosa*)
 Guelder rose (*Viburnum opulus*)
 Dog rose (*Rosa canina*)
 Holly (*Ilex aquifolium*)
 Field maple (*Acer campestre*)
 Hazel (*Corylus avellana*)
 Juniper (*Juniperus communis*)
 Elder (*Sambucus racemosus*)

Small-leaved lime

There is a colony of Small-leaved lime in the ancient woodland to the south of Loftus and it is possible that there is a link between their presence in the woodland and their occurrence in some of the hedgerows around Loftus. Source: Wildflower Ark (2007)

The use of native species in new planting

Selection of species for planting should relate to local character. Planting of tree species not 'in character' erodes the difference between one area and another. Section 3 gives information about species in relation to local character according to the Landscape Character Assessment.

A good guide to selection of plants is to see which species are growing well nearby ie under similar conditions of soil and micro climate to the site of the new planting. Limes for example are better suited to limestone soils. Selection will also relate to the purpose of the planting, and this is considered above in section 3.

Mention should be made here that English elm has suffered from losses due to disease and is rarely planted now, although Wych elm is more resistant, and varieties of English elm have been cultivated for amenity urban planting.

In certain situations, there are undeniable benefits in planting non-native species, partly because of the much greater variety of plants available, but in rural locations non-native planting should be limited to the central parts of gardens within a perimeter of native species.

The benefits of using native species

Visual reasons

Because native species predominate in the countryside, the planting of native species is more likely to appear compatible in the setting of the development ie appropriate to local character. It will avoid the strong colours of foliage or flower, or the 'unusual' textures or formal shapes or dominance associated with some introduced species. For example, the

Leyland Cypress is a strong-growing hybrid of deep colour and dense, conical 'habit' ('form' or 'shape') that appears out of place in a rural context. Because of its dominant colour, Copper beech may draw attention to a development instead of screening it.

Wildlife reasons

Whilst the fruits and flowers of introduced species are beneficial to wildlife, native species support biodiversity more fully and encourage more wildlife than non-natives as insects have had associations over a lengthy time period with these plants.

Why there are few native trees in Britain

We have few native trees in Britain compared to continental Europe because of the Ice Age. The rich plant life occurring in Britain before the ice age was reduced by successive waves of ice, until almost all trees were lost. 'The ice retreated for the last time only 11,000 years ago and migration back from Europe was rapid, but was stopped about 6,000 years ago when the land connection' (with the rest of Europe) 'was breached. Only those trees which were already in north France could have made the crossing in time' (Alan Mitchell 1974).



Native species in a hedgerow

APPENDIX B: National Guidance and Policies

Planning Policy Statements and National Guidance

The main national guidance, including the stimulus for Landscape Character Assessment, is set out in this section, together with the relevant regional and local policies.

Planning Policy Statement 1 (Delivering Sustainable Development)

The Government's policy for design in the planning system is contained in Planning Policy Statement 1 (PPS 1). It includes the statement:

'Design which is inappropriate to its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.'

In addition,

'Planning should facilitate and promote sustainable patterns of urban and rural development by protecting and where possible enhancing the natural and historic environment and the quality and character of the countryside, and existing successful communities, by ensuring high quality development through good design', among others.

PPS 1 also states that a key objective for local planning authorities is to ensure that developments are:

'visually attractive as a result of good architecture and appropriate landscaping.'

Planning Policy Statement 7 (Sustainable Development in Rural Areas)

PPS 7 indicates that policies based on landscape character assessment will provide protection for locally-valued countryside. It also promotes enhancement where possible.

PPS 7 includes the statement:

'...planning authorities should ensure that development ...contributes to a sense of local identity and regional diversity and be of an appropriate design and scale for its location having regard to the policies contained in PPS 1...'

Planning Policy Statement 9 (Biodiversity and Geological Conservation)

PPS 9 advocates protection and enhancement:

'Plan policies and planning decisions should seek to maintain, or enhance, or add to biodiversity and geological conservation interests'.

It should be noted that in many instances 'landscape' and biodiversity are often firmly linked.

'Landscape Character Assessment Guidance' (2002) by the Countryside Agency

In their Guidance, the Countryside Agency emphasises the connection between development and character on the one hand and development and enhancement on the other:

- 'The aim of design guidance should be to ensure that essential change is sympathetic to the character of the landscape and where possible enhances it';
- '...there should be a clear link between the development and provision of enhancement, while the design of the development should be informed by the local character'; and
- 'Where a Landscape Character Assessment indicates that a strategy of enhancement or regeneration is appropriate for a particular area, this signals scope for significant change to the landscape, often by creation of a new landscape character to suit new circumstances.'

Regional and Local Policies

Regional Spatial Strategy (RSS)

The RSS sets out the broad framework for the different types of development in the region over the next 20 years. Among its main principles is that of protecting and enhancing the environment.

Policy 31 ('Landscape Character') in the Regional Spatial Strategy states:

'Strategies, plans and planning proposals should:

(c) have regard to landscape character assessmentsto justify the retention or creation of any local landscape designations, guide policy formulation and development control decisions, and assist in targeting landscape restoration and environmental improvement schemes.

(d) promote integrated management initiatives to sustain nationally, regionally and locally valued landscapes, including the Durham, North Northumberland and North Yorkshire and Cleveland Heritage Coasts and urban fringe landscapes.

(e) recognise the role that character-based planning tools such as Town Design Statements, Village Design Statements, Countryside Design Summaries and Concept Statements can play in promoting high quality development that respects local character and distinctiveness'.

Policy 33 ('Biodiversity and Geodiversity') in the Regional Spatial Strategy includes:

'Strategies, plans and programmes, and planning proposals should ensure that the Region's ecological and geological resources are protected and enhanced to return key biodiversity resources to viable levels by:

(b) reversing habitat fragmentation and species isolation particularly in Biodiversity Target Zones.

(c) developing habitat creation / restoration projects particularly in the priority Habitat Creation and Enhancement Areas.

Redcar and Cleveland's Sustainable Community Strategy: 'Building a Better Borough'

Building a Better Borough provides a long-term sustainable vision in the Borough and sets out local area priorities.

There are four themes to the strategy. One of these is: 'A high quality and sustainable living environment', a theme supported throughout this SPD.

Redcar and Cleveland Local Development Framework

The Council is preparing its Local Development Framework (LDF). The LDF will consider how the Borough outside the National Park will develop over the next 15 to 20 years. It will provide the spatial planning framework for many plans and strategies prepared by the Council and other bodies. The LDF documents will form part of the statutory Development Plan for the Borough along with the Regional Spatial Strategy for the North East.

The following documents were adopted in 2007:

- The **Core Strategy Development Plan Document (DPD)** - This sets out a spatial vision and aims for the LDF and the strategic policies to help deliver that vision.
- The **Development Policies DPD** - This sets out the criteria against which planning applications for the development and use of land and buildings will be considered and sets standards for the development of sites.

APPENDIX C: Historic Landscape Characterisation

HLC takes into account known archaeological sites in an area and also the patterns and shapes of field boundaries, woodlands, settlements and roads, heathland and moorland. Assessment of all these elements helps the understanding of the historical and archaeological development of a landscape. 'Any change should take into account an area's sensitivity, vulnerability and capacity for change in the context of specific proposals. HLC was designed to provide information and understanding of the character and change within the landscape, in order to inform, among other things, developments and land management decisions' (Durham County Council Archaeology Section 2007).

It can be appreciated from this discussion that there are strong links between the processes and aims of the two approaches: Historic Landscape Characterisation makes an important contribution to Landscape Assessment.

Local Historic Landscape Characterisation

HLC is currently taking place, county by county, across England. Tees Archaeology is working with North Yorkshire County Council to develop HLC for the former County of Cleveland.

Certain landscapes in the Tees Valley, in particular the Eston Hills in Redcar and Cleveland, are of particular importance because of the range and quality of the archaeological and historic components they contain. Tees Valley contains a number of parks and gardens that are of historic interest; of these, the Valley Gardens in Saltburn is categorised as Grade II on the Register of Parks and Gardens of Special Historic Interest. Tees Valley also contains many conservation areas and listed buildings.

Urban development in the Borough over the last 150 years or so has had a dominant influence on the major settlements. Many smaller towns and villages outside the main urban areas have only seen limited development and have retained much of their vernacular and historic character.

The Borough is largely a rural area despite the fact that many of the founding industries of Teesside were located within it. The area has abundant mineral wealth which has been exploited throughout history.

Industries have developed around the extraction of minerals such as alum and ironstone, and other materials have been worked to feed the services and infrastructure required by these industries, for example sand, gravel, clay and stone extraction. 'Many industrial sites have, through time, become assimilated into the countryside following their abandonment. Industrial features such as ironstone mines, are now often remote and add a sense of history to the diverse landscapes of the Borough'. Tees Archaeology (2007).

Field Patterns

Hedgerows provide a major role in the character of the landscape and are indicative of the history of both land use and landscape. They indicate a direct connection with previous land use, settlement distribution, boundaries and highways.

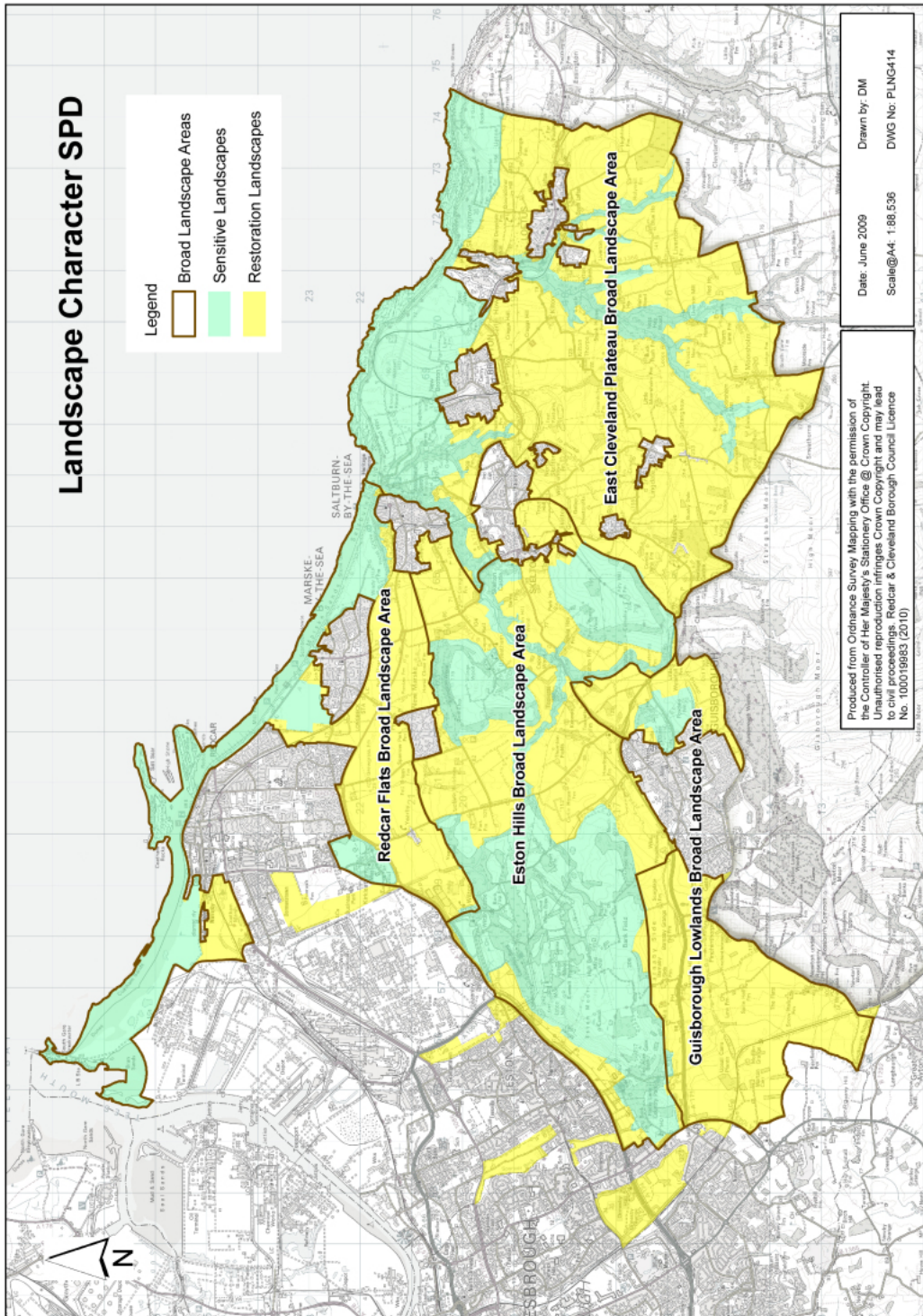
The following information has been taken largely from 'Heritage Hedgerows of Redcar and Cleveland' (2007) by Wildflower Ark at the Botanic Centre, Middlesbrough.

Enclosure was the process of dividing up the medieval open field system into smaller enclosed fields that could be bounded by ditches, walls, fences or hedgerows. Records of enclosure can detail the means and dates of creating the field boundary, thus allowing its accurate dating. However, most records of enclosure are incomplete, and can only be used to date the period in which an area was enclosed, giving an approximate age to the feature of that landscape.

Within Redcar and Cleveland the current field patterns were created predominantly during three different periods of enclosure: medieval, pre-1720 and post-1720. Medieval enclosure (largely associated with priories, abbeys and their outlying farms/granges) and pre-1720 enclosure (often referred to as early enclosure) both took place by private agreement, and usually resulted in a characteristic piecemeal field enclosure pattern. Post-1720 enclosure took place under parliamentary acts and can be recognised by its uniform and regular fields.

Research into historical documents has revealed that the greater part of Redcar and Cleveland was enclosed during the process of early enclosure, ie before 1720, and parliamentary enclosure occurred mainly in the Teesmouth area (for example at Redcar, Coatham and Kirkleatham) and in areas of common land (for example on Easington Moor and Moorsholm Moor).

APPENDIX D: Landscape Character Areas



APPENDIX E: Redcar and Cleveland Special Protection Areas

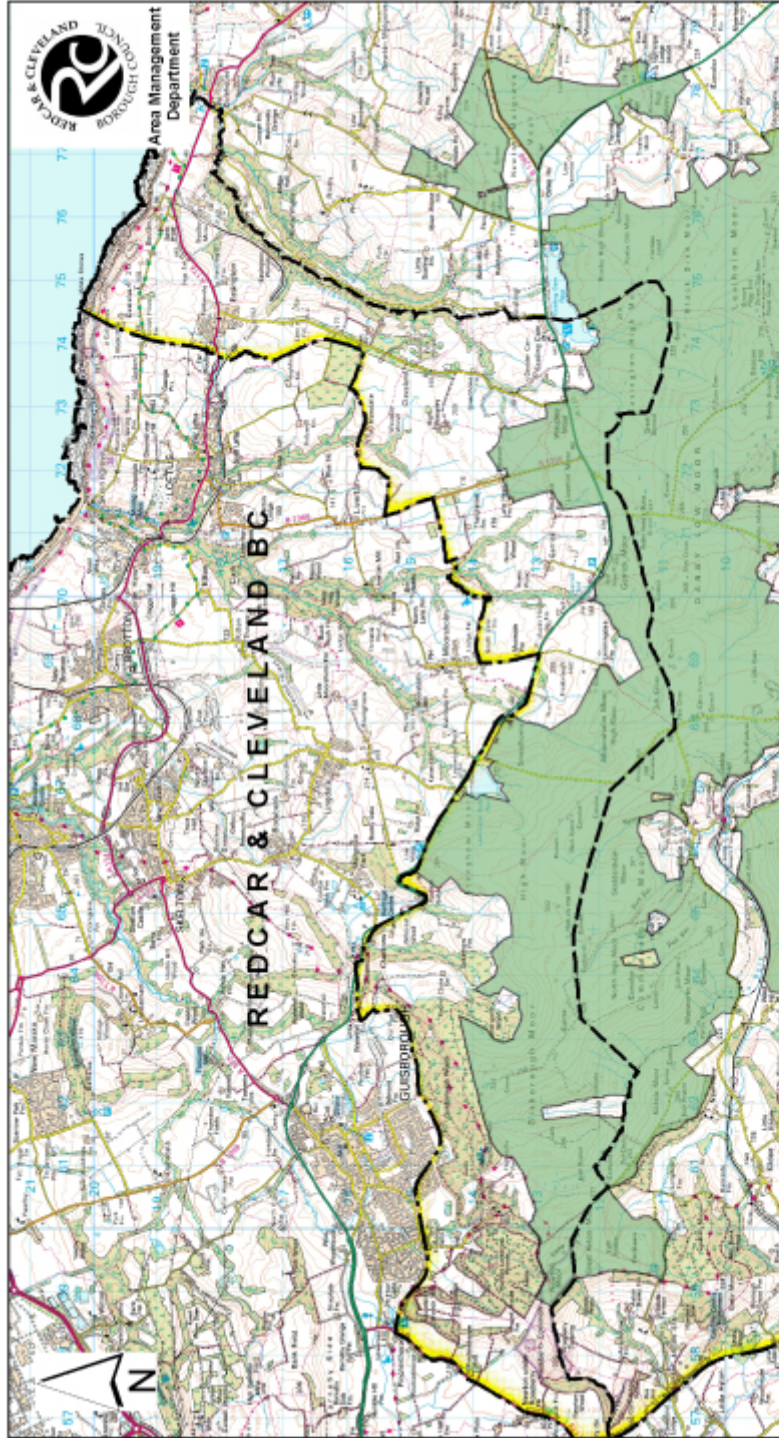


The Teesmouth and Cleveland Coast
Special Protection Area / RAMSAR Sites

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**North York Moors
Special Protection Area / Special Area of Conservation**

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Scale@A4: 1:79,882
Drawn by: DM
DWG No: CON053

Legend

-  Special Protection Area and Special Area of Conservation
-  Boundary for Redcar & Cleveland BC
-  Boundary for Redcar & Cleveland BC Local Development Framework

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This information is available on request in other languages, in Braille, on tape and in Large Print. For further information contact 01642 774774.

يمكن الحصول على هذه المعلومات، عند طلبها، بلغات أخرى أو بلغة بريل أو على شريط صوتي أو بخط كبير. لمزيد من المعلومات اتصل بـ 01642 774774

این اطلاعات در صورت درخواست به زبانهای دیگر، به خط بریل، روی نوار صوتی و یا بصورت چاپ شده با حروف بزرگ موجود است. برای کسب اطلاعات بیشتر به شماره 01642 774774 تلفن فرمایید.

Bi daxwazê va ev agahî bi zimanên din, bi Braille*, li ser kasetan û bi Tîp û Herfên Mezin heye. Ji bo bêtir agahî, peywendî bi telefona 01642 774774 dahînin. Braille*(şiklê ko kesê nikarin baş bibînin dikarin pê bixwînin)

ئەگەر داوا بکەیت، دەتوانیت ئەم زانیارییانە بە زمانەکانی تر، بە بریل (شیوای نووسینی نابینا)، لەسەر شریتی دەنگ یان بە چاپی پیتی گەورە، دابین بکەیت. بۆ زانیاری زیاتر تکیایە پەیوەندی بە ژمارەی 01642 774774 بکە.

இத்தகவல் தேவையான மற்ற மொழிகளிலும், பிரெய்ல், ஒலி நாடா மற்றும் பெரிய அச்ச எழுத்துக்களிலும் கிடைக்கின்றன. மேலும் கூடுதல் தகவல்களுக்கு தொடர்பு கொள்ளவும் 01642 774774.

یہ معلومات درخواست کرنے پر دیگر زبانوں، بریل، ٹیپ اور بڑے حروف میں دستیاب ہے۔ مزید معلومات کے لیے 01642 774774 پر رابطہ کریں۔



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