

Proposed Additional Modifications – 21st September 2017

The modifications below are expressed either in the form of ~~strikethrough~~ for deletions and underlining for additions of text or through *a description* if more appropriate. The page numbers and paragraph numbering below refer to the Local Plan Publication Version (2016) as originally submitted to the Secretary of State and do not take account of the subsequent changes caused by the potential deletion or addition of text through any proposed modification. All paragraphs, policies, figures, tables, appendices and cross-referencing throughout the plan will be renumbered to take account of modifications set out in the Proposed Main Modifications and Additional Modifications schedules.

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| AM/CHP03/01 | 9 | 3.6 | Over the past 20 years Hartlepool has experienced some transformational changes through public and private investment which was stimulated by the development of Hartlepool Marina and investment in the in the town centre and continued with investment in the historic fabric of the historic Headland for its intrinsic heritage value and for tourism and development of high quality and prestige business parks at Wynyard and Queen’s Meadow. | Removal of duplication of text. |
| AM/CHP06/01 | 18 | 6.3 | <i>Second Sentence</i> - If insufficient previously developed ‘brownfield’ sites cannot be identified this could result in development on areas of amenity greenspace and could lead to town “cramming” and have resultant impacts on the health of the population due to insufficient green spaces for recreation. | Reword for clarification. |
| AM/CHP10/01 | 88 | 10.27 | To compliment complement the existing planning permissions which exist within the urban area, the SHLAA examined other potential sites for development whilst also seeking to protect key green spaces within the urban area. A small number of other sites which may have had some potential for additional housing on brownfield sites within the SHLAA have had to be discounted for various reasons; for example the hospital was proposed to move to Wynyard at the time of the SHLAA however it is now known whether or not this will occur so the hospital site within the town has been protected for health related services and is not available as a housing | Typographical error. |

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| | | | site. | |
| AM/CHP10/02 | 94 | Policy HSG5 | The High Tunstall development is allocated for approximately 1200 dwellings. The site covers an area of approximately 83.50 hectares as illustrated on the proposals map. No development will be permitted prior to the implementation of the G grade S separated J junction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council. | Capitalisation. |
| AM/CHP10/03 | 95 | Policy HSG5a - First Paragraph | The Quarry Farm housing development is allocated for approximately 220 dwellings. The site covers an area of approximately 11.30 hectares as illustrated on the proposals map. No development will be permitted prior to the implementation of the G grade S separated J junction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council. | Capitalisation. |
| AM/CHP10/04 | 95 | Policy HSG5a - Point 4 | Approximately 3ha of multifunctional green infrastructure will be provided. This will include formal and informal leisure and recreational facilities which will be allocated, developed and managed as amenity open space <u>space</u> and green corridors in accordance with policy NE2. Planning Permission will only be given for developments which relate to the use of the land as parkland or other amenity, recreational or play space, landscaped open space, or for allotments or wildlife purposes. | Typographical error. |
| AM/CHP10/05 | 101 | 10.39 | Elwick Village is a small village to the west of Hartlepool with direct access onto the A19(T). The village is centred around a linear village green and benefits from a post office, two public houses, primary school, G grade II listed church and Women’s Institute hall. A conservation area covers a significant part of Elwick Village and contains the G grade 11 II* Church and a number of G grade 11 II listed properties. The northern boundary of the Conservation Area is directly adjacent to the proposed housing site and development will need to take account of, and respect, these heritage | Capitalisation. |

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| | | | assets. | |
| AM/CHP10/06 | 103 | 10.42 | Hart Village is a small village to the north west of Hartlepool with a strong sense of community spirit which is generated by events within the village hall. The two public houses, grade 4 listed church and primary school also play an important part in community life. The village shop/post office closed 2008, meaning the nearest shop is now at the local centre at Middle Warren. As such all new developments will be expected to contribute towards improvements to the footpath between Hart Village and Middle Warren to ensure it is safe, useable and attractive to help encourage its use. | Typographical error. |
| AM/CHP10/07 | 109 | Policy HSG11 | <p>The Borough Council supports opportunities for homeowners to improve their homes. The Borough Council will ensure that proposals for extensions <u>and alterations</u> to existing dwellings are permitted where it can be demonstrated that development:</p> <ol style="list-style-type: none"> 1) Is of a size, design and uses materials that are sympathetic to the exiting dwelling, and; 2) Does not adversely affect the character of the surrounding residential area, and; 3) Does not significantly affect the amenities of the occupiers of adjacent or nearby properties through overlooking, overshadowing or by creating a poor outlook, and; 4) Does not leave less than adequate parking space within the curtilage, and; 5) Does not deny the existing and future occupiers adequate private amenity space for normal domestic needs within the caurtilage; and 6) Does not prejudice road safety. <p>Proposals should be in accordance with other policies in the plan and the</p> | Missing word included to reflect title of policy and Typographical error. |

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| | | | Residential Design SPD. | |
| AM/CHP10/08 | 110 | Policy HSG12 | <p>The Borough Council supports opportunities for homeowners to improve their homes. The Borough Council will permit proposals for residential annexes providing that they are in accordance with HSG11, designed so that it will serve an ancillary function to the existing dwelling, and it can be demonstrated that development can be incorporated into the accommodation serving the main dwelling when no longer required.</p> <p>Where it is demonstrated that a residential extension cannot be effectively achieved for design reasons, conversion of an outbuilding, or in exceptional circumstances a new building will be permitted where development:</p> <ol style="list-style-type: none"> 1) Is of a satisfactory scale, location and design in relation to the existing dwelling, its curtilage and surrounding properties, and; 2) Is designed so that it will serve an ancillary function to the existing dwelling and is not of a form that would encourage its occupation as a separate dwelling when no longer required; and 3) Does not deny the existing and future occupiers adequate private amenity space for normal domestic needs within the curtilage. <p>For all residential annexes planning conditions will be applied that bind the occupation of the accommodation provided to the occupation of the host dwelling.</p> <p>Proposals should be in accordance with the Residential Design SPD.</p> | Typographical error. |
| AM/CHP10/09 | 111 | 10.64 | <p>The Council completed and adopted the Hartlepool Borough Gypsy and Travellers Accommodation Needs Assessment (GTAA) in December 2014. The GTAA evidence suggests that in the first instance, the provision of a dedicated Gypsy and Traveller site in Hartlepool, whether permanent or stop-over, may not offer the best solution to meeting the small theoretical housing need established through this accommodation assessment. This is</p> | Typographical error. |

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| | | | because the small number of people who expressed a desire to move into a dedicated site were either more elderly people who had lived in bricks and mortar for a number of years or were young (late teens) who had had a falling out with their families at the time of the survey and who had lived in bricks and mortar as part of the family. This stance is supported by the fact the local authority has never received an application for pitches and only experience very low instances of unauthorised encampments. | |
| AM/CHP10/10 | 105 | Para 10.50 | The previous 2012 Tees Valley SHMA identified an affordable housing need in the Borough of 27.5%. The 2015 SHMA continues to identify areas of affordable housing need in the Borough and advocates an annual affordable housing delivery target of approximately 144 dwellings. Compared to the net additional dwelling provision target of 400 410 (adjusted from the 325 proposed in the SHMA to take account of demolitions and previous under-delivery), the net affordable housing delivery target is approximately 36%. | To correct typographical error. |
| AM/CHP10/11 | 107 | Policy HSG9 | HSG9: Affordable Housing Provision | Amendment to policy title to maintain consistency with contents page. |
| AM/CHP10/12 | 109 | Policy HSG9 | 1) Is of a size, design and uses materials that are sympathetic to the existing <u>existing</u> dwelling, and; | To correct typographical error. |
| AM/CHP11/01 | 114 | Para 11.4 | The Hartlepool Employment Land Review has considered employment change through to the end of the plan period. A ‘policy on’ scenario accounts for manufacturing related growth in the Enterprise Zones, along with further growth in sectors such as health, professional/scientific and education and projects the generation of some 1,700 additional jobs by 2031. The jobs target in the Tees Valley SEP suggests that a somewhat higher number of additional jobs (up to 4,350) could be created in Hartlepool over the plan period. This is based on growth in, for example, the | Clarification of Council’s position. |

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| | | | <p>low carbon, advanced manufacturing, professional/scientific, and logistics sectors. Employment growth is of course difficult to forecast due to many external factors and the actual number of additional jobs is likely to be somewhere between the two figures. , however the Council has taken a <u>positive approach in line with the Tees Valley Combined Authority's (TVCA) SEP target to ensure that Hartlepool will contribute towards achieving the growth aspirations of the wider Tees Valley.</u></p> | |
| AM/CHP12/01 | 133 | Policy RUR1 | <p>The Borough Council will seek to ensure the rural area is protected and enhanced to ensure that its natural habitat, cultural and built heritage and rural landscape character are not lost. Development outside the development limits will be strictly controlled.</p> <p>The Borough Council will seek to support the rural economy. Proposals must be considered necessary for the efficient or the continued viable operation of agriculture, horticulture, forestry, equine uses, and/or other appropriate land based businesses. This includes the diversification of activities on existing farm units which do not prejudice continued agricultural use and are of a scale and nature that is suitable to a rural location.</p> <p>Development in the rural area should, where relevant:</p> <ol style="list-style-type: none"> 1) Be in accordance with the Hartlepool Rural Neighbourhood Plan and any other made neighbourhood plan; 2) Where possible be located in or near to the villages; 3) Where possible re-use existing buildings and/or materials; 4) Not have a significant detrimental impact on neighbouring users or surrounding area by way of amenity, noise, access, light pollution or visual intrusion; 5) Through good design, enhance the quality, character and distinctiveness of the immediate area, villages and landscapes, taking into account relevant design guides and statements; | Capitalisation and typographical error. |

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| | | | <p>6) Be in keeping with other buildings in terms of siting, size, materials and colour;</p> <p>7) Ensure access is appropriate and there is not a detrimental impact on the highway safety;</p> <p>8) Where possible create and improve sustainable connectivity;</p> <p>9) Not have a detrimental impact on the landscape character or heritage assets; and</p> <p>10) Avoid areas of best and most versatile agricultural land, those areas classed as gGrades 1, 2 and 3a in the Agricultural Land Classification.</p> <p>For new dwellings in the rural area, the development must meet the criteria set out in the New Dwellings Outside of Development Limits Supplementary Planning Document and be in accordance with RUR2.</p> <p>Where developments are likely to have an impact upon existing infrastructure or require new infrastructure, the applicant will be required to provide such infrastructure in accordance with policy QP1, the Planning obligations Supplementary Planning Document and the Local Infrastructure Plan.</p> | |
| AM/CHP12/02 | 136 | Policy RUR3 | <p>The Borough Council will seek to support and diversify the rural economy through farm diversification.</p> <p>Development which forms part of a farm diversification scheme will only be permitted where it can be demonstrate that:</p> <ol style="list-style-type: none"> 1) The development would benefit the economy of the rural area; 2) Existing farm buildings are reused as a priority, where new buildings are proposed; <ol style="list-style-type: none"> a) The buildings are appropriate in scale, form, impact, | Capitalisation. |

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| | | | <p>character and siting to their rural location;</p> <p>b) Wherever possible new or replacement buildings should be located within or adjoining an existing group of buildings;</p> <p>3) It does not have significant detrimental effect on the amenities of occupiers of adjoining and neighbouring property by reason of smell, noise or general disturbance;</p> <p>4) The proposed activity is compatible with agricultural operations on the farm and neighbouring agricultural holdings;</p> <p>5) It should not generate traffic of a type or amount inappropriate for the rural roads affected by the proposal or require improvements to these roads which could be detrimental to the character of the rural area;</p> <p>6) Access to the development is safe and secure and the proposal presents no detrimental impacts on highway safety;</p> <p>7) Any associated signage/advertising does not constitute an intrusive feature in the landscape;</p> <p>8) There is no overall detrimental impact on the wider landscape setting or the historic environment; and</p> <p>9) The proposal does not involve a significant, irreversible loss of the best and most versatile agricultural land, those areas classed as gG Grades 1, 2 and 3a in the Agricultural Land Classification.</p> <p>Development must demonstrate how it will support the existing farm business and contribute towards the future viability of the farm, contribute to the local economy and environmental management as well as benefit the rural community. Each will be considered on its own merits and where appropriate the provision of a business case to demonstrate need may be required.</p> <p>Any development proposal should be in accordance with the Planning Obligations Supplementary Planning Document, ensuring that where a</p> | |

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| | | | <p>diversification scheme attracts a number of users appropriate planning obligations may be required to ensure sustainable development.</p> | |
| AM/CHP13/01 | 156 | 13.49 | <p>The former Odeon site on Raby Road is a prominent landmark at a gateway location heading towards the Town Centre. The gGrade II Listed four storey building closed as a cinema in 1981 and, despite a number of subsequent uses including a snooker hall and a night club use in the 1990s, since 1999 the building has stood vacant and its physical fabric has deteriorated dramatically. Whilst the Borough Council can continue to take appropriate action to ensure the maintenance and protection of the Listed Building in the short-term it is important that a long-term solution is found for the site. The conversion of the building should be investigated via a full feasibility exercise that considers all realistic uses for the building, in close consultation with Historic England and the Borough Council’s Conservation Team. If it is not feasible or viable to do so then demolition may be considered. The building and/or land could accommodate a number of uses all set out within the policy below.</p> | Capitalisation. |
| AM/CHP13/02 | 158 | 13.55 | <p>Connectivity to the Town Centre is good with key routes being the A689 and Waldon Street. However, the attractiveness of the routes could be improved as they are dominated by vehicular traffic and hard standing. The site is also within close proximity to Burn Valley green wedge and attempts to improve the connectivity between this edge of centre location and the Burn Valley will be encouraged. Due to the location of the centre on a key transport route, along with the conservation area designation and the presence of the gGrade II* listed church, the design of buildings or alterations to buildings should be of a high quality design and assist in forming an attractive entrance to the Town Centre. Any signage within the area should be sympathetic to the key route and the conservation area designation and signage that would</p> | Capitalisation. |

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| | | | detract from the area’s visual quality may be refused. | |
| AM/CHP13/03 | 163 | Policy RC8 | In accordance with policies the Green Infrastructure and Planning Obligations SPDs, all development should facilitate, where appropriate, improvements to: <ul style="list-style-type: none"> • Connectivity to the Town Centre through environmental enhancement works and improved pedestrian and cycle provision; • Cycling facilities; • The overall environment and appearance of the area and the addition of public art linked to sporting activity. | Typographical error |
| AM/CHP13/04 | 174 | 13.107 | The Trincomalee Wharf Retail and Leisure Park is located to the north of the Town Centre, just beyond the railway line and to the south of The Marina Retail and Leisure Park. The area hosts a variety of leisure uses, all served by free to use car parks, including Vue cinema, Mecca bingo, Pizza Hut, KFC and McDonalds along with a hotel. The eastern half of the area comprises of a large area of waste land with some residential units located to the north east corner in the g Grade II listed former Old Dock Offices and Old Customs House. | Capitalisation. |
| AM/CHP13/05 | 186 | Policy RC18 – Title | Policy -RC18: Hot food takeaways policy | Word removal for consistency. |
| AM/CHP13/06 | 186 | Policy RC18 - Town centre sub area A5 thresholds | The Town centre has been divided into eight sub areas as detailed on the proposals map, the level of A5 use for each sub area is detailed below. <ol style="list-style-type: none"> 1) Middleton Grange Shopping centre - no A5 uses will be permitted 2) Hucklehoven North sub area - no A5 uses will be permitted 3) Church Street east sub area - the amount of A5 floorspace should not exceed make this 10% | Typographical errors. |

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| | | | <ol style="list-style-type: none"> 4) Church Street West - the amount of A5 floorspace should not exceed 5% 5) Park Road sub area - the amount of A5 floorspace should not exceed 4% 6) Victoria Road sub area - the amount of A5 floorspace should not exceed 2% 7) York Road North sub area - the amount of A5 floorspace should not exceed 2% 8) York Road South sub area - the amount of A5 floorspace should not exceed 3% | |
| AM/CHP13/07 | 186 | Policy RC18 – Edge of Centre A5 Thresholds | <p>Within the following edge of town centre locations the level of A5 use for each area is detailed below:</p> <ol style="list-style-type: none"> 1) East of Stranton - no A5 uses will be permitted 2) Mill House - no A5 uses will be permitted 3) West Victoria Road - no A5 uses will be permitted 4) ✕ Park Road West - no A5 uses will be permitted 5) Stranton and Brewery - no A5 uses will be permitted 6) Lynn Street North/Mainsforth Terrace North - no A5 uses will be permitted 7) ✕ York Road edge of centre - the amount of A5 floor space should not exceed 6% 8) ✕ Avenue Road/Raby Road edge of centre - the amount of A5 floorspace should not exceed 2%. <p>Within the York Road South and Avenue Road/Raby Road location, if an A5 uses ceases then the threshold will be reassessed in a bid to reduce the overall A5 uses within the area. Ultimately no new A5 uses will be permitted.</p> | Typographical errors. |
| AM/CHP13/08 | 186 / 187 | Policy RC18 – Retail and Leisure A5 | <p>Within the following Retail and Leisure park locations the level of A5 use for each area is detailed below:</p> <ol style="list-style-type: none"> 1) Trincomalee Wharf - no A5 uses will be permitted | Typographical errors. |

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| | | Thresholds | 2) Tees Bay - no A5 uses will be permitted 3) West of Marina Way - no A5 uses will be permitted 4) in The Marina - the amount of A5 floorspace should not exceed 5% | |
| AM/CHP13/09 | 187 | Policy RC18 – Local Centre A5 Thresholds | Within the following Local Centres the level of A5 use for each area is detailed below: 1) Claxton - no A5 uses will be permitted 2) Davison Road - no A5 uses will be permitted 3) Duke Street South - no A5 uses will be permitted 4) The Former Powlett Public House - no A5 uses will be permitted 5) Stockton Road/Spring Garden Road - no A5 uses will be permitted 6) Brierton Lane - the amount of A5 floorspace should not exceed 15% 7) Belle View Way - the amount of A5 floorspace should not exceed 7% 8) Brus Corner - the amount of A5 floorspace should not exceed 17% 9) Brenda Road/Sydenham Road - the amount of A5 floorspace should not exceed 3% 10) Catcote Road - the amount of A5 floorspace should not exceed 15% 11) Chatham Road - the amount of A5 floorspace should not exceed 18% 12) Clavering Road - the amount of A5 floorspace should not exceed 10% 13) Duke Street North - the amount of A5 floorspace should not exceed 35% 14) Elizabeth Way - the amount of A5 floorspace should not exceed 10% 15) Fens Shops – the amount of A5 floorspace should not exceed 7% 16) High Tunstall - the amount of A5 floorspace should not exceed | Typographical / spacing error. See Major modifications document for policy threshold changes |

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| | | | <p>10%</p> <p>17) Jutland Road - the amount of A5 floorspace should not exceed 24%</p> <p>18) King Oswy - the amount of A5 floorspace should not exceed 10%</p> <p>19) Middle Warren - the amount of A5 floorspace should not exceed 17%</p> <p>20) Murray Street - the amount of A5 floorspace should not exceed 13%</p> <p>21) Miers Avenue - the amount of A5 floorspace should not exceed 20%</p> <p>22) Northgate/Durham Street - the amount of A5 floorspace should not exceed 14%</p> <p>23) Northgate/Union Street - the amount of A5 floorspace should not exceed 6%</p> <p>24) Oxford Street - the amount of A5 floorspace should not exceed 10%</p> <p>25) Powlett Road/Lancaster Road - the amount of A5 floorspace should not exceed 44%</p> <p>26) Raby Road/Hart Lane Corner - the amount of A5 floorspace should not exceed 4%</p> <p>27) Raby Road/ Brougham Terrace - the amount of A5 floorspace should not exceed 17%</p> <p>28) Seaton Front - the amount of A5 floorspace should not exceed 10%</p> <p>29) Stockton Road/Cornwall Street - the amount of A5 floorspace should not exceed 18%</p> <p>30) The Former Saxon Pub – the amount of A5 floorspace should not exceed 15%</p> <p>31) Warren Road - the amount of A5 floorspace should not exceed 13%</p> <p>32) Wiltshire Way - the amount of A5 floorspace should not exceed</p> | |

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| | | | 13% 33) Wynyard Road - the amount of A5 floorspace should not exceed 4% 34) Wynyard Park - the amount of A5 floorspace should not exceed 10% | |
| AM/CHP13/10 | 190 | Policy RC20 – Title | Policy RC20: Business Uses In The Home | Word removal for consistency. |
| AM/CHP13/11 | 171 | Policy RC12 | In accordance with the Planning Obligations and Green Infrastructure SPDs, all development and should facilitate, where appropriate, improvements to: <ul style="list-style-type: none"> • Connectivity to the Town Centre and the Retail and Leisure Parks through improved pedestrian and cycle links. • Public transport provision, facilities and cycling facilities. • The overall environment and appearance of the area. • The Middleton Road and Marina entrance. • Areas of public realm. | Typographical error |
| AM/CHP13/12 | 181 | Policy RC17 | Within predominately residential areas the local licensing policy generally allows businesses to open until 11.30pm. | Factual correction (HW) |
| AM/CHP13/13 | 154 | Policy RC7 | Map updated to reflect Lynne Street edge of centre boundary correctly | Factual correction (HW) |
| AM/CHP13/14 | 185 | Policy RC18 | Map updated at Victoria Road sub area, York Road South sub area and to include Museum Road/South Lauder Street Sub area. | Factual correction (HW) |
| AM/CHP13/15 | 145, 146, 147 and 179 | Policy RC1 preamble | Change retail impact assessment to impact assessment at paragraphs 13.14, 13.22, 13.23, 13.24, 13.25 and 13.129. | Factual correction (HW) |
| AM/CHP13/16 | 146 | 13.21 | The size of the largest vacant unit with the Town Centre is 894.0m2 and the smallest vacant unit is 15.67m2. The average size of the vacant units is | Typographical error and Factual correction |

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| | | | <p>approximately 2502 m². Given that there are numerous units available with an average size of 250m² then proposals below that size could easily be accommodated within the Town Centre and should therefore be located within the Town Centre in the first instance. All proposals outside of the Town Centre and local centres in <u>Edge of centre and retail and leisure parks</u> and below 250m² must submit a sequential test.</p> | |
| AM/CHP13/17 | 147 | Para 13.26 | <p>“In general the <u>smaller</u> units within local centres are not in direct competition with the Town Centre, as such the Borough Council consider it would be unreasonable to request a sequential test and to place an undue burden upon these often small scale, local businesses. <u>The anchor units within the local centres are often national chain stores that assist in creating a high level of footfall.</u></p> <p><u>It is assumed that such stores draw trade away from the town centre. The average size of such stores is 300m², therefore to ensure that retail, leisure and office applications within local centres above 300m² do not negatively impact upon the town centre an impact test will be required.”</u></p> | Text added for clarity |
| AM/CHP14/01 | 198 | Policy LT2 | <p>The Marina will continue to be developed as a major tourist and leisure attraction. Tourist related facilities will be encouraged to complement those attractions already in place to create a tourism hub.</p> <p>Redevelopment of the former Jackson’s Landing site presents the premium mixed use development opportunity within the Marina area as an exciting opportunity for tourism and leisure uses to be developed into a bespoke, high quality, mixed-use, waterside development.</p> <p>In principle the following development would be supported on this site:</p> <ol style="list-style-type: none"> 1) Landmark development such as a major visitor attraction; 2) Cultural offer such as museums, exhibitions and event space; 3) Conferencing facilities; 4) Educational uses; | Typographical error. |

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| | | | <p>5) Hotels and tourism acommodation accommodation;</p> <p>6) Small scale retail and commercial development, providing an alternative offer to the town centre;</p> <p>7) Residential units as a small ancillary element of mixed use developments will be supported; flats and apartments will only be permitted in cases of exceptional design;</p> <p>8) Public realm; and,</p> <p>9) High quality design which is complementary to and incorporates the Seaton High Light, enhancing the setting of the heritage asset within the site.</p> <p>Redevelopment of Trincomalee Wharf as a mixed use site for residential, leisure, tourism, public realm, recreation and commercial uses will be supported. Proposals should complement development at the former Jackson’s Landing site and take advantage to the pivotal location of this site linking development of the Marina and National Museum of the Royal Navy with Church Street and the wider town centre.</p> <p>These developments should link to each other and to leisure and tourism attractions across the Borough by incorporating and encouraging sustainable transport links through the provision and enhancement of pedestrian and cycle routes, public realm and green infrastructure.</p> <p>Opportunities to improve connectivity with the water as part of the redevelopment of the former Jacksons Landing site would be encouraged. The Council will seek to protect the areas of water within the Marina from development retaining the ambience and attraction of the Marina development as a whole.</p> | |
| AM/APP01/01 | 251 | Appendix 1: Glossary of | See also Development Plan Document. The Development pP lan for Hartlepool is currently the 2006 Local pP lan and | Wording changed to reflect updated policy framework. |

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| | | Terms - Development Plan | the 2008 North East Regional Spatial Strategy . The development plan for the Borough sets out where development should be located and what principles it should conform to. In the future the development plan for the Borough will be the <u>Core Strategy 2018 Local Plan</u> , any other DPDs and SPDs, these may include Tees Valley wide DPDs and SPDs. | |
| AM/APP01/02 | 252 | Appendix 1: Glossary of Terms – Development Plan Document | A local development document in the local development framework which forms part of the statutory development plan for the Borough. The Core Strategy, documents dealing with the allocation of land, Action Area <u>Action Plans</u> and the Proposals Map are all Development Plan Documents. | Wording changed to reflect updated policy framework. |
| AM/APP01/03 | 252 | Appendix 1: Glossary of Terms – Employment Development | Within the Core Strategy <u>Local Plan</u> this type of development mostly relates to office and industrial type of employment. It does not specifically relate to other types of employment such as shop working or hospital staff although technically they are both a form of employment and building a new retail area could be employment development. Employment development mainly occurs in key employment areas as identified on the Proposals Map. | Wording changed to reflect updated policy framework. |
| AM/APP01/04 | 263 | Appendix 1: Glossary of Terms - Strategic highways/ Strategic highway Network | The A19 forms the Strategic Highway Network within the Borough and is managed by Highways England. | Updated to reflect name change of statutory organisation. |
| AM/APP01/05 | 265 | Appendix 1: Glossary of Terms - Veteran Trees | Trees that are or look old relative to others of the same species. Their characteristics include: <ul style="list-style-type: none"> • Veary large girth for the species • Hollow or hollowing trunk | Typographical error. |

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| | | | <ul style="list-style-type: none"> • A large quantity of deadwood in the canopy. | |
| AM/APP09/01 | 280 | Appendix 9: List of Local Centres in Hartlepool | <ol style="list-style-type: none"> 1. Belle Vue Way 2. Brenda Road/Sydenham Road 3. Brierton Lane 4. Brus Corner 5. Catcote Road 6. Chatham Road 7. Clavering Road 8. Claxton 9. Davison Road 10. Duke Street North 11. Duke Street South 12. Elizabeth Way 13. Fens Shops 14. High Tunstall 15. Jutland Road 16. King Oswy 17. Middle Warren 18. Murray Street 19. Miers Avenue 20. Northgate/Durham Street 21. Northgate/Union Street 22. Oxford street-Road 23. Powlett Road East Raby Road/Hart Lane Corner 24. Raby Road/Hart Lane Corner 25. Raby Road/Brougham Terrace 26. Seaton Front 27. Springwell Road/Stockton Road 28. Stockton Road/Cornwall Street 29. The Former Powlett Public House 30. The Former Saxon Pub | Typographical error and omitted information. |

| Exam Mod Ref | Page No. | Policy/Site/Para /Fig | Text with Proposed Modification | Reason for change |
|--------------|----------|-----------------------|--|-------------------|
| | | | 31. Warren Road 32. Wiltshire Way 33. Wynyard Park 34. Wynyard Road 35. Owton Manor East 36. Owton Manor West | |