



Hartlepool Local Planning Framework

Hartlepool Local Plan

Schedule of Additional Modifications Information Document



December 2017



Proposed Additional Modifications – Supporting Information for Consultation December 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 additional modifications proposed in the Local Plan Submission Document with amendments are detailed in [blue text](#). The page numbers and paragraph numbering below refer to the Local Plan Submission Document with amendments (December 2017).

Please note this document has been produced as supporting information to the main modifications schedule, giving context to the additional modifications made in the submission version of the Local Plan which details all of the proposed modifications. The consultation underway is on the proposed main modifications ONLY.

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|--------------|----------|-----------------------|---|---|--------------------|
| AM001 | - | Various | All references to Proposals Map in the Local Plan document changed to Policies Map . | Accurate name for documentation at this stage in the process. | Yes |
| AM002 | - | Numerous | Update formatting of bullet points / numbering (including diagram / chart) throughout document. | To ensure clarity within policies and remove ambiguity of numbering in policies. | Yes |
| AM003 | 3 | Chart 2 | Inspector's Report Published October – December February 2017 | To reflect changes in LP delivery timescale | Yes |
| AM004 | 3 | Chart 2 | Adoption of Local Plan February May 2018 | To reflect changes in LP delivery timescale | Yes |
| AM005 | 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. | Yes |
| AM006 | 15 | Table 3 | Insert RC18 to third column (Local Plan Policies) | Spatial objective 10 relates to healthier lifestyles and policy RC18 seeks to assist in delivering the objective. | Yes |
| AM007 | 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. | Yes |

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| AM008 | 34 to 36 | 7.18 to 7.25 | <p><u>7.18 Hartlepool recorded eighty flooding incidents between 2014 and 2017 and the total estimated cost of these incidents was approximately £709,000. The causes of flooding were primarily highway flooding, records of local flooding showed an impact on properties, gardens, car parks and allotments. No internal flooding to properties occurred during this period and there is limited information available on the number, extent and impacts of historic events in Hartlepool. A flooding record sheet has been completed since 2015 outlining flooding issues and actions taken to remedy this.</u></p> <p>7.1819 Hartlepool has taken a pro-active approach to the long term reduction of flood risk through development based on the sequential approach to managing flood risk. <u>The Borough Council commissioned a Strategic Flood Risk Assessment Level (SFRA) 1 in 2009 that was completed in 2010. The findings of this level 1 study led to the commissioning of a Level 2 study, which was completed in 2011. In 2016 the Borough Council commissioned a Strategic Flood Risk Level (SFRA) Level 1. The SFRA Level 1 published in 2017 updates the SFRA Level 1 published in 2016 using the most up- to-date flood risk information and also taking into account the most recent national planning policy and guidance. The Report identified several areas where more a more detailed site specific assessment was required to inform the Council as to whether proposed development sites were suitable for allocation with regards to flood risk. This led to the commissioning of a Level 2 SFRA Site Screening Report which was published in 2017 and, based on the available modelling data, provided recommendations to the Council for each policy area/site as to the likely suitability of development in terms of flood risk. The Level 2 study focused on providing more detailed information regarding proposed development areas situated within areas at greater risk including the tidal flooding area between the Tees Estuary and Seaton Carew. This work also provided more detail on assessment and confirmation of critical drainage areas. The</u></p> | To address the Inspector's comment 'Supporting text at paragraph 7.18 – 7.25 should be reviewed and amended to reflect the latest SFRA evidence submitted in examination and agreed by the Environment Agency'. | Yes |

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| | | | <p>report did not identify any nationally significant risk areas.</p> <p>7.19 — Hartlepool recorded eighteen flooding incidents between 2014 and 2015 and the total estimated cost of these incidents was approximately £324,800. The causes of flooding were primarily highway flooding, records of local flooding showed an impact on properties, gardens, car parks and allotments. No internal flooding to properties occurred during 2015 and there is limited information available on the number, extent and impacts of historic events in Hartlepool.</p> <p>7.20 The findings of the SFRA Level 2 study have been used to inform the development of the local strategy, this flooding policy and policy QP7 in a bid to ensure that the Borough Council fulfils its duties and powers set out in the Flood and Water Management Act (2010) and in particular the duty to contribute to sustainable development as set out within the Planning and Compulsory Purchase Act (2004) and repeated thought the NPPF and NPPG. Specifically the SFRA Level 2 provided the evidence base for undertaking the Flood Risk Sequential Test which determined that the Flood Risk Exception Test was required for a number of proposed development sites. The Flood Risk Exception Test was undertaken for these sites using a methodology agreed with the Environment Agency. All of the sites/areas passed the 1st part of the Exception Test and all were assessed as being able to pass the 2nd part of the Exception Test but with the proviso that this would need to be further assessed through a flood risk assessment in the event of a planning application. The Exception Test included recommendations for the site allocation policies for the sites that were tested; that flood risk mitigation criteria be added to the policies. These criteria have been included in this Local Plan.</p> | | |

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| | | | <p>7.21 Using the SFRA and other key parts of the evidence base such as the Strategic Housing Land Availability Assessment (2015) and Employment Land Review (2014) Hartlepool has used the sequential approach to flood risk to allocate sites for development. This takes into account all sources of flood risk and aims to locate development in ascending order from areas of lowest risk to areas at highest risk. On larger sites where there are small areas of higher flood risk present within the site this includes locally adopting these areas for green infrastructure or other water compatible uses integrated within the wider site use.</p> <p>7.221 More vulnerable development, such as housing, will be located outside of areas of flood risk and this is a key part of the sequential test for all the proposed residential allocations. Any areas of higher flood risk have been incorporated into Green Infrastructure projects such as the Green Wedge at the South Western Extension which includes Greatham Beck and its associated areas of flood risk.</p> <p>7.2322 Developments in higher risk areas will only be supported where it is essential to meet the Borough's strategic regeneration priorities and complies with the national sequential and exceptions tests or appropriate legislation applicable at the time.</p> <p>7.2423 <u>The 2017 SFRA Level 1 states that surface water flooding is prevalent across the borough, particularly in the eastern part along the urbanised coastal plain. The higher, more rural ground to the west of the district is less at risk, although in settlements such as Hart and Dalton Piercy the risk is higher. The Environment Agency has not formally designated any Critical drainage Areas (CDAs) within the</u></p> | | |

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| | | | <p>Hartlepool District. The 2010 Level 1 SFRA proposed a number of CDAs. The 2010 SFRA Level 2 narrowed down the number of CDAs to four, of which three were confirmed by HBC as part of the SFRA. These are at The Slake/Middle Warren Watercourse, Tunstall Farm Beck at West Park and The Stell. The fourth, at Tunstall Farm Beck near Stranton, was confirmed by HBC following further investigation. Critical Drainage Areas are identified in the SFRA. Surface water drainage must be considered for development as well as the effect on existing sewers and watercourses, this must form part of any detailed flood risk assessments. Any increased flood risk must be managed and the Borough Council will encourage management of this through the use of Sustainable Urban Drainage Systems (SuDS) and the opportunity for Green Infrastructure.</p> <p>7.2524 The Tees Valley Authorities Local Standards for Sustainable Drainage has been produced by a working group from the Local Authorities of Hartlepool, Middlesbrough, Redcar and Cleveland, Stockton-on-Tees and Darlington Borough Councils. The document forms the local standards for the Local Authorities and, together with the National Standards, strongly promotes the use of SuDS. The document will be updated annually and is available on the Borough Council's website.</p> | | |
| AM009 | 76 | 9.49 | Residents and visitors should not suffer from pollution (noise, dust, fumes or odour) or poor air and water quality. The location and design of development should have due regard to minimising the impacts of pollution both on existing land uses and the future proposed land use. | To provide a more comprehensive list and to provide clarity that the council consider water quality to be equally important as air quality. | Yes |
| AM0010 | 78 | 9.55 | As part of the Deregulation Act (2015) the Government introduced powers for the Secretary of State to amend section 1(1) (c) of the Planning and Energy Act (2008) with regard to residential development via a commencement order. This commencement order has not yet been produced and the Borough Council is still permitted to set local requirements for energy efficiency | For accuracy with regard to the legal position | Yes |

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| | | | Standards. and renewable energy generation. | | |
| AM011 | 78 | 9.58 | To assist in reducing the CO2 output of future buildings and additions to existing buildings the Borough Council expects all developers to ensure that development is as energy efficient as possible. There are a variety of tools in place at design stage to improve the energy efficiency of buildings. The layout, orientation, scale and form of buildings can impact upon energy consumption and therefore an attempt should be made to locate and design buildings so that they take advantage of make the best use of solar energy, passive heating and cooling, natural light and natural ventilation. | It is considered that the phrase ' <i>make best use</i> ' of is too vague, open to interpretation and possibly too onerous to demonstrate. The phrase ' <i>take advantage of</i> ' is positive and requires a positive action however it is considered to be less onerous to demonstrate compliance. For example to make best use would be to maximise solar gain by 100%, as 100% is the best possible outcome. To take advantage of would be to maximise solar gain by any number above 1%. It should be noted that 1% is cited as an example only, the council would expect an applicant to apply more effort that achieving a 1% positive outcome. Where an applicant can not take advantage, we would expect the accompanying planning and sustainability statement to state reasons why etc. | Yes |
| AM012 | 79 | 9.60 | Water efficiency measures such as grey water recycling can reduce the use of potable water and reduce carbon emissions. This is because the treatment of water for human consumption requires an energy input and uses carbon and many water uses such as toilet flushing can be done with grey water. <u>The residential design SPD provides guidance on how the requirements in the policy can be achieved, the guidelines will be used by the council to assess each application and applicants can used the guidelines as the basis for a checklist when putting together their planning and/or sustainability statement.</u> | Update proposed following hearing session. | Yes |

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| AM013 | 79 | 9.61 | If by virtue of the nature of the development it is not possible to satisfy the above criteria then the Borough Council would seek to apply optional standards above building regulations. The Borough Council would seek to apply an optional standard that encourages requires developers to improve the fabric of the building 10% above what is required in the most up to date Building Regulations. | Update proposed following hearing session. | Yes |
| AM014 | 97 | 10.34 | 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 site. | Typographical error. | Yes |
| AM015 | 107 | 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 unction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council. | Capitalisation. | Yes |
| AM016 | 108 | 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 space 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. | Yes |
| AM017 | 114 | 10.52 | 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 | Capitalisation. | Yes |

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| | | | and Women's Institute hall. A conservation area covers a significant part of Elwick Village and contains the G grade 11 * Church and a number of G grade 11 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 assets. | | |
| AM018 | 116 | 10.55 | 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. | Yes |
| AM019 | 120 | Policy HSG9 | HSG9: Affordable Housing Provision | Amendment to policy title to maintain consistency with contents page. | Yes |
| AM020 | 123 | Policy HSG11 | <p>The Borough Council supports opportunities for homeowners to improve their homes. The Borough Council will ensure that proposals for extensions to existing dwellings and alterations 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 existing existing 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 curtilage | Missing word included to reflect title of policy and Typographical error. | |

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| | | | <p>curtilage; and</p> <p>6) Does not prejudice road safety.</p> <p>Proposals should be in accordance with other policies in the plan and the Residential Design SPD.</p> | | |
| AM021 | 124 | Policy HSG12 | <p>7) Does not deny the existing and future occupiers adequate private amenity space for normal domestic needs within the curtilage eartilage; and</p> | Missing word included to reflect title of policy and Typographical error. | Yes |
| AM022 | 125 | Para 10.78 and 10.79 | <p><u>10.78 In August 2015 the Government updated the guidance in Planning Policy for Traveller Sites (PPTS) effectively amending the definition of who should be regarded as a Gypsy or Traveller for planning purposes. In order to take account of this revised definition, Hartlepool Borough Council appointed Renaissance Research to carry out a revision of the 2014 Gypsy and Traveller Needs Assessment (GTAA). The study was finalised in September 2017.</u></p> <p><u>10.79 10.64- The Council completed and adopted the Hartlepool Borough Gypsy and Travellers Accommodation Needs Assessment (GTAA) in December 2014. It is apparent that none of the respondents to the survey undertaken for the 2014 GTAA met the updated PPTS definition as none were travelling for work-related purposes and some had ceased travelling permanently due to old age. Taking this into account and the very small overall population of Gypsies and Travellers the GTAA stated that it is unlikely there will be any new household formation that would meet the new PPTS definition. The GTAA GTAA evidence suggests therefore 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 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</u></p> | To reflect latest GTAA 2017 evidence | Yes |

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| | | | 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. | | |
| AM023 | 125 | Para 10.83 | The Housing and Planning Act 2016 requires periodical reviews of housing needs in the context of the provision sites on which caravans can be stationed and also places on inland waterways where houseboats can be moored. This requirement will be one of the considerations informing the next review of the plan. | To reflect latest GTAA 2017 evidence | Yes |
| AM024 | 128 | 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 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. <u>however the Council has taken a 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> | Clarification of Council’s position. | Yes |
| AM025 | 147 & 148 | Policy RUR1 | 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. 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 | Capitalisation and typographical error. | Yes |

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| | | | <p>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; 6) Be in keeping with other buildings in terms of siting, size, materials and colour; 7) Ensure access is appropriate and there is not a detrimental impact on the highway safety; 8) Where possible create and improve sustainable connectivity; 9) Not have a detrimental impact on the landscape character or heritage assets; and 10) Avoid areas of best and most versatile agricultural land, those areas classed as gG Grades 1, 2 and 3a in the Agricultural Land Classification. <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 policy 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> | | |

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| AM026 | 152 | 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, character and siting to their rural location; b) Wherever possible new or replacement buildings should be located within or adjoining an existing group of buildings; 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; 4) The proposed activity is compatible with agricultural operations on the farm and neighbouring agricultural holdings; 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; 6) Access to the development is safe and secure and the proposal presents no detrimental impacts on highway safety; 7) Any associated signage/advertising does not constitute an intrusive feature in the landscape; 8) There is no overall detrimental impact on the wider landscape setting or the historic environment; and 9) The proposal does not involve a significant, irreversible loss of the best and most versatile agricultural land, those areas classed as gGrades 1, 2 and 3a in the Agricultural Land Classification. <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</p> | Capitalisation. | Yes |

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| | | | community. Each will be considered on its own merits and where appropriate the provision of a business case to demonstrate need may be required. Any development proposal should be in accordance with the Planning Obligations Supplementary Planning Document, ensuring that where a diversification scheme attracts a number of users appropriate planning obligations may be required to ensure sustainable development. | | |
| AM027 | 160 | 13.14 | Methods to ensure the Town Centre and other designated centres are protected and have the opportunity to improve include undertaking a sequential test and a retail impact assessment where appropriate. | Factual change | Yes |
| AM028 | 161 | 13.21 | The size of the largest vacant unit with the Town Centre is 894.0m ² and the smallest vacant unit is 15.67m ² . Given that there are numerous units available with an average size of 250 2 m ² 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 Edge of centre and retail and leisure parks and below 250m ² must submit a sequential test. | Typographical error and Factual correction | Yes |
| AM029 | 161 | 13.22 | <i>Change of title to:</i> Retail Impact Assessments | Factual change | Yes |
| AM030 | - | Numerous | Change of all references to retail impact assessment to update to impact assessments. | Factual change | Yes |
| AM031 | 162 | Para 13.26 |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 <u>to request a sequential test and to</u> 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> <u>13.27 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,</u> | Text added for clarity | Yes |

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| | | | leisure and office applications within local centres above 300m2 do not negatively impact upon the town centre an impact test will be required. | | |
| AM032 | 171 | Para 13.42 | Immediately surrounding the Town Centre are a number of areas suitable for a range of uses which could enhance the variety of facilities and support the vitality and viability of the Town Centre. The edge of centre locations, as identified on Diagram 2-5 , are well integrated and relate well to the Town Centre providing complementing retail, business and other services. The edge of centre areas commonly incorporate a higher proportion of residential uses compared to the Town Centre. | Update to diagram number. | Yes |
| AM033 | 180 | 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 | Yes |
| AM034 | 188 | 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 | Yes |
| AM035 | 199 | 13.134 | Licensing laws enable such uses, as well as night clubs and premises selling alcohol, to open up to twenty four hours a day, every day which could exacerbate the potential for disturbance during the time when most residents would normally expect peace and quiet. Most disturbances in this respect are caused by users once they are outside the premises and relates to the noise and disturbance from people waiting for taxis or walking home through nearby residential areas. The Borough Council has sought to draw back the licensing times to 2am in all non-residential areas, furthermore the | Factual correction (HW) | Yes |

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| | | | Borough Council will continue to work in partnership with Cleveland Police in seeking to remedy the associated problems. Within predominately residential areas the local licensing policy generally allows businesses to open until 11.30pm. | | |
| AM036 | 203 | After para 13.147 | <i>Insert new paragraph after paragraph 13.147 and re number paragraphs from then on accordingly.</i> “To assist in formulating the hot food takeaways policy, the council undertook a substantial amount of research, that research is publically available within two key documents. Appendix 5 contained within the paper entitled ‘Additional evidence relating to 2018 draft Local Plan policy RC18 – Hot Food Takeaways November 2017.’ Appendix 5 sets out where there may be an option for average and/or small scale A5 floor space.” | To provide direction to applicants relating to what may be acceptable and where. | Yes |
| AM037 | 204 | 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) | |
| AM038 | 205 | Policy RC18 – Title | Policy RC18: Hot food takeaways policy | Word removal for consistency. | Yes |
| AM039 | 205 | 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% 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 | Typographical errors. | Yes |

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| | | | not exceed 3% | | |
| AM040 | 205 | 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) h 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) h York Road edge of centre h the amount of A5 floor space should not exceed 6% 8) h Avenue Road/Raby Road edge of centre h the amount of A5 floorspace should not exceed 2%. <p>Within the York Road South and Avenue Road/Raby Road location, if an A5 use 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. | Yes |
| AM041 | 206 | Policy RC18 – Retail and Leisure A5 Thresholds | <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 2) Tees Bay - no A5 uses will be permitted 3) West of Marina Way - no A5 uses will be permitted 4) h The Marina h the amount of A5 floorspace should not exceed 5% | Typographical errors. | Yes |
| AM042 | 206 | Policy RC18 – Local Centre A5 Thresholds | <p>Within the following Local Centres the level of A5 use for each area is detailed below:</p> <ol style="list-style-type: none"> 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% | Typographical / spacing error. | Yes |

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| | | | <p>7) Belle View Way - the amount of A5 floorspace should not exceed 7%</p> <p>8) Brus Corner - the amount of A5 floorspace should not exceed 17%</p> <p>9) Brenda Road/Sydenham Road - the amount of A5 floorspace should not exceed 3%</p> <p>10) Catcote Road - the amount of A5 floorspace should not exceed 15%</p> <p>11) Chatham Road - the amount of A5 floorspace should not exceed 18%</p> <p>12) Clavering Road - the amount of A5 floorspace should not exceed 10%</p> <p>13) Duke Street North - the amount of A5 floorspace should not exceed 35%</p> <p>14) Elizabeth Way - the amount of A5 floorspace should not exceed 10%</p> <p>15) Fens Shops – the amount of A5 floorspace should not exceed 7%</p> <p>16) High Tunstall - the amount of A5 floorspace should not exceed 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> | | |

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| | | | 28) Seaton Front - the amount of A5 floorspace should not exceed 10% 29) Stockton Road/Cornwall Street - the amount of A5 floorspace should not exceed 18% 30) The Former Saxon Pub – the amount of A5 floorspace should not exceed 15% 31) Warren Road - the amount of A5 floorspace should not exceed 13% 32) Wiltshire Way - the amount of A5 floorspace should not exceed 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% | | |
| AM043 | 210 | Policy RC20 – Title | Policy RC20: Business Uses In The Home | Word removal for consistency. | Yes |
| AM044 | 219 | 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; 5) Hotels and tourism accommodation accommodation; 6) Small scale retail and commercial development, providing an alternative offer to the town centre; 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; | Typographical error. | Yes |

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| | | | <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> | | |
| AM044 | 271 | Appendix 1: Glossary of Terms – Code for Sustainable Homes | Remove from glossary; also remove Code For Sustainable Homes – Technical Guide from in Appendix 2 (p.288). | Code for Sustainable Homes is no longer relevant guidance. | Yes |
| AM045 | 273 | Appendix 1: Glossary of Terms - Development Plan | See also Development Plan Document. The Development plan Plan for Hartlepool is currently the 2006 Local plan Plan and 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 | Wording changed to reflect updated policy framework. | Yes |

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| | | | Borough will be the Core Strategy 2018 Local Plan , any other DPDs and SPDs, these may include Tees Valley wide DPDs and SPDs. | | |
| AM046 | 273 | 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 Action Plans and the Proposals Map Policies Map are all Development Plan Documents. | Wording changed to reflect updated policy framework. | Yes |
| AM047 | 274 | Appendix 1: Glossary of Terms – Employment Development | Within the Core Strategy Local Plan 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 Policies Map . | Wording changed to reflect updated policy framework. | Yes |
| AM048 | 285 | Appendix 1: Glossary of Terms - Strategic highways/ Strategic highway Network | The A19 forms the Strategic Highway Network within the Borough and is managed by the Highway Agency Highways England . | Updated to reflect name change of statutory organisation. | Yes |
| AM049 | 287 | 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"> • Very Vary large girth for the species • Hollow or hollowing trunk • A large quantity of deadwood in the canopy. | Typographical error. | Yes |
| AM050 | 288 | Appendix 2- Building For Life | Remove Building For Life from list. | Building for Life is no longer relevant guidance. | Yes |
| AM051 | 302 | Appendix 9: List of Local | 1. Belle Vue Way 2. Brenda Road/Sydenham Road | Typographical error and omitted information. | Yes |

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| | | Centres in Hartlepool | 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 31. Warren Road 32. Wiltshire Way 33. Wynyard Park 34. Wynyard Road 35. Owton Manor East 36. Owton Manor West | | |

