



**Sustainability Appraisal of the Regional Spatial Strategy for
the North East: – Assessment of Adopted North East RSS**

Prepared for the Government Office for the North East

APPENDIX C: APPRAISAL MATRICES

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<i>Project No:</i>	68C13395
<i>Issue:</i>	1
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<i>Date:</i>	June 2008

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VERSION CONTROL RECORD

ISSUE	DESCRIPTION OF STATUS	DATE	REVIEWER INITIALS	AUTHOR INITIALS
A	First Internal Draft	19/05/2008	JC	EJ
1	First Draft to Client	05/06/2008	JC	EJ

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APPENDIX C: SUSTAINABILITY APPRAISAL MATRICES – APPRAISAL OF SIGNIFICANT CHANGES

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2: Sustainable Development		
Significant Changes from Submission Draft to Proposed Changes		
<u>Changes to the policy:</u> Includes reference to the built fabric as an element of resources / Removed criterion on climate and renewable energy / Removes the need for a sustainability statement to be submitted with major planning applications		
<u>Changes to supporting text:</u> Reference to the principles in the 2005 UK Sustainable Development Strategy / Addition of information on regional checklist of developments which supports Code for Sustainable Homes		
Significant Changes from Proposed Changes to Further Proposed Changes		
<u>Changes to the policy:</u> Criteria on educational achievement has changed to (new text in italics) “to raise educational achievement across the Region and improve the skills of the workforce <i>and of adults who are currently economically inactive, through engagement and training.</i> ”		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy is general in nature, setting out environmental, social and economic objectives rather than the mechanisms to achieve these. Therefore, it will not have direct effects on most of the criteria (for example, those detailed criteria related to provision of employment land). However, the policy does encourage reclamation and re-use of derelict land, better use of resources and specifically states that the effect on global communities of economic growth should be reduced.	
2. To achieve high and sustainable levels of economic growth	The policy aims to meet a number of social, economic and environmental objectives. However, the new additions to the policy (see particularly <i>to mitigate the environmental and social costs of development</i>) could be phrased in a more positive manner in terms of enhancing the environment and sustainability benefits. It would be more positive to encourage development to go beyond simply mitigating environmental effects.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording could result in the policy having positive sustainability effects (see below). 2.1f) change to: “to promote development that <i>delivers wider economic, social and environmental objectives, is respectful of local environmental context and</i> encourages efficient resource use”
3. To raise educational achievement across the region	The policy aims to improve educational achievement across the region and improve the skills of the workforce and of adults who are currently economically inactive, through engagement and training. This is a strengthening of the policy.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2: Sustainable Development		
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy aims to ensure everyone has the opportunity to live in a decent and affordable home and to improve the quality and choice of homes. The policy also recognises the importance of making better use of the using the built fabric and encouraging efficient resource use. One aspect that could be strengthened is the improvement in people’s satisfaction with their neighbourhoods and general quality of life improvements.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording could result in the policy having positive sustainability effects (see below). 2.2a) change to: “to tackle the social, economic and environmental impacts of multiple deprivation <i>and ensure that neighbourhood quality of life is improved</i> ”
5. To ensure good local air quality for all	The policy aims to ensure good local air quality for all and also includes the aims of accessibility by modes other than the car and reducing private car use generally.	
6. To protect and enhance the quality of the region’s ground, river and sea waters	The policy aims to protect and enhance the quality of the region’s ground, river and sea waters.	
7. To reduce the causes and the impacts of climate change?	Not applicable. The references to climate change have been removed and included as a new policy 2a.	
8. To protect and enhance the region's biodiversity	The policy aims to protect and enhance the region’s biodiversity, geodiversity and soil quality.	
9. To reduce the amount of waste produced and increase the amount recycled	The policy aims to reduce the amount of waste produced and increase the amount recycled. It also refers to efficient resource use which includes the built fabric.	
10. To make better use of our resources	The policy makes reference to efficient resource use and had added consideration of the importance of soil as a natural resource. Supporting text also refers to the use of a North East Checklist for developments. The need to submit a sustainability statement for major development has now been removed. However, if implemented fully and at the earliest opportunity in developments (as stated in the policy) the regional checklist in association with other policies within the plan should ensure that development moves towards more sustainable methods of construction.	N.B. This is not a further amendment, rather a monitoring recommendation. Only if the checklist is implemented fully and supported by Local Authorities will it help the region to move towards more sustainable development and construction. Therefore, implementation (and the impacts on sustainability) of the checklist needs to be both encouraged and monitored.
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	The policy aims to protect and enhance biodiversity and landscapes. Other policies within the RSS address good design and local distinctiveness.	
12. To protect and enhance the region’s cultural heritage and diversity.	The policy aims to protect and enhance the region’s cultural heritage and diversity and protect and enhance the quality and diversity of urban land and landscapes.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2: Sustainable Development		
13. To reduce crime and the fear of crime	The policy aims to reduce crime and fear of crime particularly through good design.	
14. To improve health and reduce inequalities in health	The policy aims to improve health and well being and inequalities in health. Accessibility to jobs, facilities and goods and services is also addressed in the policy.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy aims to improve accessibility to jobs, facilities and goods and services and reduce the need to travel by private car.	
16. To increase public involvement in decision-making and civic activity	The policy aims to increase public involvement in decision making and civic activity.	
17. To reduce adverse impacts on global communities	The policy recognises the impact of economic growth on global communities and the use of local labour, materials and produce.	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>The changes to the policy do not significantly weaken or strengthen the spatial strategy. However, the policy now recognises some important principles that will help to ensure protection of the environment and consideration of sustainable development and wider social issues within development planning. The inclusion of information on a regional development checklist is also positive. The need to submit a sustainability statement for major development has now been removed. However, if implemented fully and its performance (both in terms of uptake and effects) monitored, the regional checklist in association with other policies within the plan should facilitate the move towards more sustainable methods of construction.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2a: Climate Change		
Significant Changes from Submission Draft to Proposed Changes: None – NEW POLICY and NEW SUPPORTING TEXT		
Significant Changes from Proposed Changes to Further Proposed Changes: The policy now refers to the Climate Change Action Plan and includes text on bringing forward options for adapting existing developments in areas that or are likely to be vulnerable to climate change impacts. The policy now includes a criterion on maximising positive impacts of climate change.		
Significant Changes to Adopted Plan: The policy has strengthened consideration of sustainable drainage. Policy now refers to national emissions targets rather than regional ones.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy aims to promote walking, cycling and public transport and minimise the need to travel by car by promoting development in locations with good accessibility to public transport.	
2. To achieve high and sustainable levels of economic growth	The document “Counting Consumption: CO ₂ emissions, material flows and Ecological Footprint in the North East” makes it clear that the North East as a large energy producer can do much to increase production efficiency in energy generating industries. Although not directly relevant to planning this could be recognised in the supporting text of the policy and support given to improvements in production efficiency in energy production industry and other energy intensive industries (of which the North East has a large number).	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording are unlikely to significantly alter this neutral effect as this is an issue which is not of direct relevance to planning however it could facilitate indirect positive effects Encouragement should be given in supporting text to discussion of improvements in production efficiency in energy production industry and other energy intensive industries (of which the North East has a large number).
3. To raise educational achievement across the region	This criterion is not directly relevant. However, the region may benefit from a discussion as to how private development can help to contribute towards climate-proofing extant public sector buildings (perhaps as a development contribution). The Further Proposed Changes has included a criterion on options for adapting existing development in areas that are, or are likely to become, vulnerable to such impacts.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy aims to plan for successful adaptation of the built environment to climate change including adaptation of existing buildings.	
5. To ensure good local air quality for all	The policy aims to minimise car use and promote sustainable transport which as well as having positive effects on CO ₂ emissions will help improve air quality. It also encourages renewable energy capacity increases.	
6. To protect and enhance the quality of the region’s ground, river and sea waters	The policy recognises that adaptation will be needed in terms of water resources, flooding and sea level rise.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2a: Climate Change		
7. To reduce the causes and the impacts of climate change?	<p>The North East has a relatively unusual pattern of energy consumption/production and CO₂ emissions in that it is a large energy producer but relatively small energy user. This is a critical issue as the North East has the largest CO₂ emissions of any UK region. The supporting text of the policy would benefit from a précis of the situation so readers can quickly reach an understanding of what the key issues in the North East are. Sustainable drainage has been added to the policy, thus strengthening the policy in this respect.</p> <p>Changes have been made to the targets included in the policy as the current IRF does not include any targets. The policy is comprehensive in that it makes reference to targets within published national Policy (the Energy White Paper) and the supporting text makes reference to forthcoming targets in the Climate Change bill.</p>	<p>Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would also result in a neutral effect but could facilitate indirect positive effects and would make the situation clearer to readers (see below).</p> <p>Provide more information in the supporting text of the particular situation in the North East regarding energy consumption, production and carbon emissions.</p>
8. To protect and enhance the region's biodiversity	The policy recognises that adaptation will be needed in terms of the natural environment and outlines what some of these effects may be. Policy 36 considers the effects of coastal squeeze on internationally designated sites.	
9. To reduce the amount of waste produced and increase the amount recycled	The policy encourages sustainable resource use.	
10. To make better use of our resources	Subsidence could be a key effect on the building stock and the supporting text to Policy 2a should reference this.	<p>Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive sustainability effect by ensuring all potential impacts are addressed by the policy (see below).</p> <p>The supporting text of the policy should discuss subsidence.</p>
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Not Relevant	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Helping to adapt to the effects of climate change will help to reduce its effects on people's health.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 2a: Climate Change		
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy aims to promote walking, cycling and public transport and minimise the need to travel by car by promoting development in locations with good accessibility to public transport.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Reductions in greenhouse gases will benefit both the local and the global community.	
<p><i>How will the change in the policy affect the overall spatial strategy? (from the Submission Draft)?</i></p> <p>This new policy strengthens the RSS in that it seeks to tackle such a key issue to the region and to ensure that the effect of development on climate change is reduced. It also seeks to ensure that development takes into account the need to adapt to the unavoidable impacts of climate change. The addition of the policy makes the plan more comprehensive in terms of coverage of the important issues facing the region. Further Proposed Changes mean that a mechanism may be found through development for ensuring that existing development in areas that are, or are likely to become, vulnerable to climate change might receive funding for some adaptation measures.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 6: Tyne and Wear City Region		
Significant Changes from Submission Draft to Proposed Changes: The policy includes reference to building on the region's tourism offer; removed reference to development in smaller settlements meeting local aspirations and replaced with a consideration that development in smaller settlements should not adversely impact on the regeneration initiatives in the Tyne and Wear conurbation. It also integrates Green Belt Policy 10 with Policy 6 and includes text on green infrastructure in the Tyne and Wear Region.		
Significant Changes from Proposed Changes to Further Proposed Changes: Removed named references to larger science and technology developments. Added a requirement for development to achieve high standards of layout, design and energy efficiency. Added a consideration that growth at ports should be sustainable. Environment criteria have been supplemented with details regarding proposals likely to affect Natura 2000 sites.		
Significant Changes to Adopted Plan: Amble has been added to the list of settlements in 6.1c.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	<p>The policy will focus regeneration efforts on the core areas of the Tyne and Wear City Region and regeneration of other smaller settlements such as Amble, Ashington, Blyth etc, many of which are in the bottom 20% in terms of deprivation and have experienced some restructuring away from traditional industries. It does this in a way that reinforces the spatial strategy and therefore will improve the accessibility of employment through sustainable transport means and improve the connectivity of the city region (both internally and with other areas). It also aims to assist in urban regeneration in the city regions by encouraging the recycling of derelict and other urban land.</p> <p>The policy focuses on key sectors of employment such as science, manufacturing and logistics and improving the tourism potential of the area.</p>	
2. To achieve high and sustainable levels of economic growth	<p>The policy focuses on economic prosperity and in association with the environmental policies of the plan it is assumed that this growth will be respectful of its environmental context. However, considering that energy and environment is one of three key business sectors recognised in the North East Strategy for Success, this sector in particular is not mentioned within the policy. Environmentally led regeneration is expected to play a major part in the regeneration of areas such as Cramlington, Blyth, Chester-le-Street and Peterlee, yet this is not mentioned specifically within this policy.</p>	<p>Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive sustainability effect by encouraging the energy and environment sector – a key growth sector.</p> <p>It would be appropriate to expand on the potential for the energy and environment sector in the policy, and particularly environmentally led regeneration.</p>
3. To raise educational achievement across the region	<p>The policy aims to support the influential role of the four universities in the city region. The policy also focuses on the retraining and upskilling of the local workforce in regeneration areas. This ensures that educational achievement is focused towards the specific needs of regeneration. The policy also focuses on the importance of the research and knowledge economy.</p>	
4. To ensure everyone has the opportunity of living in a decent and affordable home	<p>The policy supports housing market renewal initiatives in areas of need such as SENNTRi and the Rural Coalfield Communities Area etc.</p>	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 6: Tyne and Wear City Region		
5. To ensure good local air quality for all	<p>The focus on the core areas/rural services centres and the provision of mixed use development will help to reduce the impact of in-commuting to areas such as Newcastle as long as the appropriate types of housing are provided. However, the policy will bring more development into areas which are already failing to meet air quality objectives. Other initiatives within the policy should act to improve air quality, however. This includes improving public transport links, modernization of the Metro system, interchange facilities and protecting the Leamside rail line.</p> <p>Other aspects of the policy will also have negative impacts including the strengthening of international air connections. The RSS Panel were of the opinion that the Submission Draft emphasis on airports as key economic drivers should be tempered and have recommended that the RSS should reflect the uncertainty over the future role of aviation and the growth forecasts. It is recognised that the RSS has no direct influence on airport growth and only has direct influence over surface access (and we note that Policy 21 has been strengthened in regard to sustainable modes for surface access). However, in line with the RSS panel the SA concludes that a tempering of the emphasis on airport growth would lead to a more sustainable plan and at the least the RSS should recognise the uncertainty over growth forecasts. Consideration should also be given to changing the emphasis of 6.4 f) to promote rail over short haul flights. Although the criterion in itself is positive, the change in emphasis will help to highlight the sustainability benefits of rail over short haul flights.</p>	<p>Currently the wording of this policy would lead to a negative effect. Suggested changes would result in a neutral effect (see below).</p> <p>The emphasis of airport growth should be tempered in relation to this policy and consideration should be given as to whether the emphasis of 6.4 a) should be changed. At a minimum, the RSS should recognise the uncertainty over growth forecasts.</p> <p>In addition, could 6.4 f) specifically state that promotion of investment in rail services will be included as a replacement for short haul flights within the UK.</p>
6. To protect and enhance the quality of the region's ground, river and sea waters	<p>The quality of the watercourses in the region is generally good and the demand for water in the region has declined due to the decline in heavy industry. Policy 6 did include a criterion on high standards of new development and redevelopment, which improve the quality of the environment, and promote sustainability. This has been changed now to mainly refer to energy efficiency, meaning that water consumption is not covered anywhere in the RSS. The regional checklist for development should cover this issue.</p>	
7. To reduce the causes and the impacts of climate change?	<p>The policy overall will help to reduce the impact of economic development and regeneration on climate change by the focus on core areas and improving public transport accessibility. Policy 6 also encourages the development of renewable energy.</p> <p>However, strengthening international air connections will have implications for climate change. The RSS Panel were of the opinion that the Submission Draft emphasis on airports as key economic drivers should be tempered and have recommended that the RSS should reflect the uncertainty over the future role of aviation and the growth forecasts. The emphasis of airport growth should be tempered in relation to this policy and consideration should be given as to whether the emphasis of 6.4 a) should be changed.</p>	<p>Currently the wording of this policy would lead to a negative effect. Suggested changes would result in a neutral effect (see below).</p> <p>The emphasis of airport growth should be tempered in relation to this policy and consideration should be given as to whether the emphasis of 6.4 a) should be changed.</p> <p>In addition, could 6.4 f) specifically state that promotion of investment in rail services will be included as a replacement for short haul flights within the UK.</p>
8. To protect and enhance the region's biodiversity	<p>The establishment of strategic networks of green infrastructure that link existing and proposed green space with green corridors will be positive for biodiversity.</p>	
9. To reduce the amount of waste produced and increase the amount recycled	<p>The focus on recycling of derelict and other urban land will ensure that land resources are used as efficiently as possible.</p>	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 6: Tyne and Wear City Region		
10. To make better use of our resources		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	<p>The Green belt is an integral part of the Tyne and Wear City Region and is of overall public importance in determining its overall locational strategy. The protection of the green belt and the strategic network of green infrastructure suggested would produce many and varied social and environmental benefits. These include helping to resist climate change by off setting carbon emissions, wildlife conservation, social recreation and flood prevention and control. Linking areas of green infrastructure into a coherent whole means that its impact is greater than the sum of the parts. Green infrastructure (GI) serves the following purposes:</p> <ul style="list-style-type: none"> • Sustainable resource management – particularly relating to the role of GI in the sustainable management of land and water resources, pollution control, climatic amelioration and increased porosity of land cover. • Biodiversity – particularly relating to the importance of connectivity of habitats at a variety of landscape scales; • Recreation – particularly relating to greenways and the use of non-car routes to address public health and quality of life issues; • Landscape – examining resources such as green spaces and corridors from aesthetic and functional points of view; • Regional development and promotion – particularly relating to sustainable communities issues relating to overall environmental quality and quality of life. 	
12. To protect and enhance the region's cultural heritage and diversity.	The policy specifically aims to ensure a scale and quality of development to reflect Durham City's unique character. It also aims to preserve the setting and special character of Durham City, Hexham, Corbridge and Morpeth. Policy 34 addresses heritage led regeneration more generally.	
13. To reduce crime and the fear of crime	Not Relevant.	
14. To improve health and reduce inequalities in health	<p>The focus on the core areas/rural services centres will bring more development into areas which are already failing to meet air quality objectives. Other initiatives within the policy should act to improve air quality, however. This includes improving public transport links, modernization of the Metro system, interchange facilities and protecting the Leamside rail line.</p> <p>The focus on regeneration will help to reduce disparities in deprivation and health. The provision of the strategic network of green infrastructure should also bring health benefits.</p>	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy aims to improve accessibility in various ways – by focusing activity in the core of the city region, focusing on the creation of local jobs in areas in need of regeneration, by improving access to tourism facilities and improving connectivity overall within the city region and between the city region and other areas.	
16. To increase public involvement in decision-making and civic activity	Not Relevant.	
17. To reduce adverse impacts on global communities	Not Relevant.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 6: Tyne and Wear City Region		
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
The policy will strengthen the spatial strategy by focusing development in the core of the city region and by ensuring that development in smaller settlements will not adversely impact upon this strategy. The policy also strengthens the plan's consideration of sustainable construction, environmental and green infrastructure issues and focuses on a strategic approach to delivering green infrastructure and environmental improvements.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 7: Tees Valley City Region		
Significant Changes from Submission Draft to Proposed Changes: Inserted reference to development in smaller settlements meeting local needs that should not adversely impact on the regeneration initiatives in the Tees Valley conurbation, added section on protecting the line of the East Middlesbrough Transport Corridor primarily for development as a public transport link; provided additional text to clarify the role of strategic gaps and include further strategic gaps around Darlington and other areas.		
Significant Changes from Proposed Changes to Further Proposed Changes: Environment criteria have been supplemented with details regarding proposals likely to affect Natura 2000 sites. The policy now states that proposals should take account of existing biodiversity and geodiversity interests in these areas. The policy now states that development at Teesport should be sustainable.		
Significant Changes to Adopted Plan: Text has been added on the Durham Coalfields Communities Area.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	<p>The policy will focus regeneration efforts on the core areas of the Tees Valley City Region (Stockton, Middlesbrough and Redcar) and local centres such as Newton Aycliffe, Spennymoor and Brotton. Many of these areas are in the bottom 20% in terms of deprivation. It does this in a way that reinforces the spatial strategy and therefore will improve the accessibility of employment through sustainable transport means and improve the connectivity of the city region (both internally and with other areas). It also aims to assist in urban regeneration in the city regions by encouraging the recycling of derelict and other urban land in terms of making better use of previously developed land especially in Darlington. Housing market renewal programmes in the Durham Coalfields area are particularly supported.</p> <p>The policy focuses on key sectors of employment such as heavy industrial, chemicals and port related development, business and financial services, and tourism.</p>	
2. To achieve high and sustainable levels of economic growth	<p>The policy focuses on economic prosperity and in association with the environmental policies of the plan it is assumed that this growth will be respectful of its environmental context. Energy and environment is one of three key business sectors recognised in the North East Strategy for Success, and the policy reflects this by supporting the expansion of the renewable energy and recycling sector in the city region.</p> <p>Compared to other regions, the Tees Valley city region displays a weak enterprise culture: the rate of new business start-ups is amongst the lowest in the UK and the failure rates are amongst the highest. The policy recognises this by discussion of upskilling of the workforce in this area.</p>	
3. To raise educational achievement across the region	The policy aims to support the expansion of the two universities in the city region and other research and development opportunities.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy supports development of housing to support the economic growth strategies in sustainable locations and mainly on previously developed land. The policy also supports development of housing market renewal initiatives in the Tees Valley. Housing market renewal programmes in the Durham Coalfields area are particularly supported.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 7: Tees Valley City Region		
5. To ensure good local air quality for all	<p>The Tees Valley has complex commuting patterns with particularly large inflows to Middleborough and Darlington and key relationships with Yorkshire. The focus on the core areas/rural services centres should help to reduce the impact of commuting as long as the appropriate types of housing are provided and the sustainable transport strategy supports the spatial strategy.</p> <p>However, the policy will bring more development into areas which are already failing to meet air quality objectives. Other initiatives within the policy should act to improve air quality, however. This includes the development of a modern integrated public transport system.</p> <p>Other aspects of the policy will also have negative impacts including the strengthening of international air connections. The RSS Panel were of the opinion that the Submission Draft emphasis on airports as key economic drivers should be tempered and have recommended that the RSS should reflect the uncertainty over the future role of aviation and the growth forecasts. It is recognised that the RSS has no direct influence on airport growth and only has direct influence over surface access (and we note that Policy 21 has been strengthened in regard to sustainable modes for surface access). However, in line with the RSS panel the SA concludes that a tempering of the emphasis on airport growth would lead to a more sustainable plan and at the least the RSS should recognise the uncertainty over growth forecasts. Consideration should also be given to changing the emphasis of 7.4 e) to promote rail over short haul flights. Although the criterion in itself is positive, the change in emphasis will help to highlight the sustainability benefits of rail over short haul flights.</p>	<p>Currently the wording of this policy would lead to a negative effect. Suggested changes would result in a neutral effect (see below).</p> <p>The emphasis of airport growth should be tempered in relation to this policy and consideration should be given as to whether the emphasis of 7.4 a) should be changed.</p> <p>In addition, could 7.4 e) specifically state that promotion of investment in rail services as a replacement for short haul flights within the UK?</p>
6. To protect and enhance the quality of the region's ground, river and sea waters	<p>The quality of the watercourses in the region is generally good and the demand for water in the region has declined due to the decline in heavy industry. This policy is also positive in that it insists on high standards of new development and redevelopment, which improve the quality of the environment, and promote sustainability.</p>	
7. To reduce the causes and the impacts of climate change?	<p>The policy overall will help to reduce the impact of economic development and regeneration on climate change by the focus on core areas and improving public transport accessibility.</p> <p>See above for comments on aviation policy.</p> <p>7.6 c) encouraging the development of renewable energy whilst carefully considering the local impacts of proposals is particularly positive in terms of climate change.</p> <p>The effects of development on availability of land to provide managed re-alignment (to avoid impacts from coastal squeeze) needs to be considered. This is considered in Policy 36 and is cross referenced in the supporting text to Policy 7 due to the importance of this issue.</p>	<p>Currently the wording of this policy would lead to a negative effect. Suggested changes would result in a neutral effect (see below).</p> <p>The emphasis of airport growth should be tempered in relation to this policy and consideration should be given as to whether the emphasis of 7.4 a) should be changed.</p> <p>In addition, could 7.4 e) specifically state that promotion of investment in rail services as a replacement for short haul flights within the UK?</p>
8. To protect and enhance the region's biodiversity	<p>The establishment of strategic gaps and the strategic network of green infrastructure will be positive for biodiversity. Development proposals and close to likely to affect all internationally designed sites of nature conservation importance, Saltholme Nature Reserve, the Heritage Coast and the Tees Estuary will also be subject to rigorous examination.</p>	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 7: Tees Valley City Region		
9. To reduce the amount of waste produced and increase the amount recycled	The policy supports the development of the recycling sector within the city region.	
10. To make better use of our resources	The focus on recycling of derelict and other urban land will ensure that land resources are used as efficiently as possible.	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	<p>The extant green wedge and strategic gap policies have been effective in shaping development patterns throughout the Tees Valley city region for many years. They are welcome and understood by all parties and are an effective policy tool. It is positive that they will be continued and enhanced through a strategic green infrastructure network.</p> <p>The protection of the strategic gaps and the strategic network of green infrastructure suggested would produce many and varied social and environmental benefits. These include helping to resist climate change by off setting carbon emissions, wildlife conservation, social recreation and flood prevention and control. Linking areas of green infrastructure into a coherent whole means that its impact is greater than the sum of the parts. Green infrastructure (GI) serves the following purposes</p> <ul style="list-style-type: none"> • Sustainable resource management – particularly relating to the role of GI in the sustainable management of land and water resources, pollution control, climatic amelioration and increased porosity of land cover. • Biodiversity – particularly relating to the importance of connectivity of habitats at a variety of landscape scales; • Recreation – particularly relating to greenways and the use of non-car routes to address public health and quality of life issues; • Landscape – examining resources such as green spaces and corridors from aesthetic and functional points of view; • Regional development and promotion – particularly relating to sustainable communities issues relating to overall environmental quality and quality of life. 	
12. To protect and enhance the region's cultural heritage and diversity.	Culture led development will be promoted in Stockton and Middlesbrough. The focus on high standard of development and redevelopment should ensure that cultural heritage and diversity is respected.	
13. To reduce crime and the fear of crime	Not Relevant.	
14. To improve health and reduce inequalities in health	<p>The focus on the core areas/rural services centres will bring more development into areas which are already failing to meet air quality objectives. Other initiatives within the policy should act to improve air quality, however. This includes the development of a modern integrated public transport system.</p> <p>The focus on regeneration will help to reduce disparities in deprivation and health. The provision of the strategic network of green infrastructure should also bring health benefits.</p>	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy aims to improve accessibility in various ways – by focusing activity in the core of the city region, focusing on the creation of local jobs in areas in need of regeneration, by improving access to tourism facilities and improving connectivity overall within the city region and between the city region and other areas.	
16. To increase public involvement in decision-making and civic activity	Not Relevant.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 7: Tees Valley City Region		
17. To reduce adverse impacts on global communities	Not Relevant.	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>The policy will strengthen the spatial strategy by focusing development in the core of the city region and by ensuring that development in smaller settlements will not adversely impact upon this strategy. The policy also strengthens the plan's consideration of environmental improvements, strategic gaps and green infrastructure issues and focuses on a strategic approach to delivering green infrastructure and environmental improvements. The Adopted version of the plan recognises specifically the issue of housing renewal in the Durham Coalfields Regeneration Area.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 18: Employment Land Portfolio		
Significant Changes from Submission Draft to Proposed Changes: Land assessment now takes into account 25 years likely supply. Policy now considers the ability for regeneration of existing sites to meet need and intensification around transport hubs and on previously developed land in advance of green field options. The policy also requires the de-allocation and constraining of the uses of peripheral sites i.e. in Northumberland and Durham, when there is so much brownfield land available in the urban core.		
Significant Changes from Proposed Changes to Further Proposed Changes: Key employment land allocation changes – 125ha increase in Darlington; 40ha increase in Sedgefield. General land allocation changes – 40ha increase in Easington; 30ha added to Sunderland, Gateshead and South Tyneside. A criterion has been added to the policy regarding ensuring development is of an appropriate nature and scale.		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The reliable supply of good employment sites is critical in shaping the economic landscape of the North East and ensuring transition to the higher end of the economy such as the knowledge based sector. It is the concentration of development in core areas that will lead to the accelerated growth and improved competitiveness needed in the region. The general increase in general land allocation in the Tyne and Wear authorities (which have a shortfall in employment land allocation) strengthens this trend and aids accelerated growth. Allocations have been increased for Easington as a result of consultation. This will give the local authority more flexibility in allocating employment land. Many people in Easington commute to Sunderland for employment so increasing Easington's allocation should help to reduce this problem.	
2. To achieve high and sustainable levels of economic growth	The reliable supply of good employment sites is critical in shaping the economic landscape of the North East and ensuring transition to the higher end of the economy such as the knowledge based sector. It is the concentration of development in core areas that will lead to the accelerated growth and improved competitiveness needed in the region. The general increase in general land allocation in the Tyne and Wear authorities (which have a shortfall in employment land allocation) strengthens this trend and aids accelerated growth. Allocations have been increased for Easington as a result of consultation. This will give the local authority more flexibility in allocating employment land. Many people in Easington commute to Sunderland for employment so increasing Easington's allocation should help to reduce this problem.	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	The concentration in Tyne and Wear of sites around transport hubs will make the use of sustainable forms of transport easier for many people and, therefore, minimise increases in air pollution.	
6. To protect and enhance the quality of the region's ground, river and sea waters	Not Relevant	
7. To reduce the causes and the impacts of climate change?	The concentration in Tyne and Wear of sites around transport hubs will make the use of sustainable forms of transport easier for many people and, therefore, reduce the impact of transport emissions.	
8. To protect and enhance the region's biodiversity	Residual risk of new employment development generating additional traffic related air pollution near to the site has been addressed through further proposed changes to Policies 5 and 38A.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Will ensure more consistency with the sequential approach to development and the sustainable use of land and buildings by focusing development on existing land and premises in advance of allocating on greenfield sites and ensuring Tyne and Wear authorities meet any shortfall through allocation on previously developed land and around transport hubs. The assessment against a 25 year supply reduces the risk of over provision and helps to ensure that land is used for the most suitable purpose.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 18: Employment Land Portfolio		
Significant Changes from Submission Draft to Proposed Changes: Land assessment now takes into account 25 years likely supply. Policy now considers the ability for regeneration of existing sites to meet need and intensification around transport hubs and on previously developed land in advance of green field options. The policy also requires the de-allocation and constraining of the uses of peripheral sites i.e. in Northumberland and Durham, when there is so much brownfield land available in the urban core.		
Significant Changes from Proposed Changes to Further Proposed Changes: Key employment land allocation changes – 125ha increase in Darlington; 40ha increase in Sedgefield. General land allocation changes – 40ha increase in Easington; 30ha added to Sunderland, Gateshead and South Tyneside. A criterion has been added to the policy regarding ensuring development is of an appropriate nature and scale.		
Significant Changes to Adopted Plan: None		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Concentration of development around transport hubs is likely to reduce the impact on landscape quality and tranquillity as these areas are unlikely to be in sensitive environments.	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Not Relevant	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The concentration in Tyne and Wear of sites around transport hubs will make the use of sustainable forms of transport more accessible for many people.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
The changes to the policy will strengthen the spatial strategy through strengthening the encouragement for regeneration of existing sites around transport hubs and on previously developed land. The concentration of development in core areas will lead to the accelerated growth and improved competitiveness needed in the region. The general increase in general land allocation in the Tyne and Wear authorities strengthens this trend and aids accelerated growth.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 18A: Office Development Outside of City and Town Centres		
from Submission Draft to Proposed Changes : None – NEW POLICY		
Significant Changes from Proposed Changes to Further Proposed Changes: None		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The reliable supply of good employment sites is critical in shaping the economic landscape of the North East and ensuring transition to the higher end of the economy such as the knowledge based sector. It is the concentration of development in core areas that will lead to the accelerated growth and improved competitiveness needed in the region. The insertion of this policy on office development and subsequent refining of the potential uses of Prestige Employment Sites ensures greater consistency in the plan (especially between this policy and Policy 3 on the sequential approach to development and Policy 5 on locational strategy). This policy prevents sub division of PESs in order so they can be used as locations for office development.	
2. To achieve high and sustainable levels of economic growth		
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	Will reduce travel to out of town centres and reduce air pollution	
6. To protect and enhance the quality of the region's ground, river and sea waters	Not Relevant	
7. To reduce the causes and the impacts of climate change?	Will reduce travel to out of town centres and reduce transport emissions	
8. To protect and enhance the region's biodiversity	Not Relevant	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Will ensure more consistency with the sequential approach to development and the sustainable use of land	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Not Relevant	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 18A: Office Development Outside of City and Town Centres		
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Not Relevant	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	By focusing office development in core areas it will make them more accessible by public transport.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
This new policy strengthens the spatial strategy by helping to concentrate development in core areas which will lead to the accelerated growth and improved competitiveness needed in the region. The insertion of this policy on office development and subsequent refining of the potential uses of Key Employment Locations ensures greater consistency in the plan (especially between this policy and policy 3 on the sequential approach to development and Policy 5 on locational strategy).		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 19: Key Employment Locations		
Significant Changes from Submission Draft to Proposed Changes: Delete TyneWear Park as a Prestige Employment Site. Limit area of development of NE Technology Park to 13ha. Ensure appropriate development occurs on these sites. Delete reserve sites.		
Significant Changes from Proposed Changes to Further Proposed Changes: Increased area of development of NE Technology Park to 25ha. Added Heighington Lane West and Faverdale back into the policy as Key Employment Locations. The policy has been strengthened in terms of achieving low carbon emissions and energy conservation measures, ensuring significantly high levels of alternative transport use, discouraging the need to travel by car and the provision of a waste audit. Policy now looks at more general areas rather than sites.		
Significant Changes to Adopted Plan: Changed the reference to renewable energy sources to energy supply from decentralised and renewable or low-carbon sources.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	Future economic growth in the region is expected to be generated by small and medium sized enterprises. A significant amount of growth is expected to be accommodated in high density accommodation in core areas and at transportation hubs. This scenario does not fit easily with that of the Key Employment Locations. However, it was heard at the RSS	
2. To achieve high and sustainable levels of economic growth	<p>Examination that it is important that a wide portfolio of sites is maintained as long as they do not undermine the locational strategy and the need for office development in the core areas. The rationalization of the sites in this policy and the linking of the sites to specialist sectors and uses makes these assumptions more explicit in the forward planning for employment land. These sites offer the kind of scale that town centre locations do not and it is important that these are retained for businesses that need this kind of scale and are not just sub divided for offices. Policy 18A ensures that office development will occur mainly in core areas.</p> <p>The impacts of the sites cannot be considered as one group as they are not a consistent group of sites. The RSS panel report states the following:</p> <ul style="list-style-type: none"> • Baltic Park, Gateshead – this site is consistent with the principles of sustainable development. • Newburn Riverside – this is a brownfield site and has merit. • Newcastle Great Park – this can be considered a sustainable urban extension • North East Technology Park – this is remote from major built up areas, will generate higher levels of car traffic and will be difficult to serve by public transport. However, phase 1 is on brownfield land. Long term phase 2 is not consistent with the locational strategy or sustainable development principles (phase 2 has been removed from this version of the policy). • Wynard – this is remote from major built up areas, will generate higher levels of car traffic and will be difficult to serve by public transport. Every opportunity should be taken to restructure the consents for this site to limit opportunity for large scale development. • West Hartford – this site is at risk from sub division. Should be retained to provide a limited number of large development opportunities for manufacturing industry. • Heighington Lane West - with so much land available with planning permission at Wynyard, there is no justification for retaining this site as a reserve site over the RSS Plan period. There should be a presumption in favour of regenerating and upgrading existing employment sites, before bringing forward new employment land. • Faverdale - The site is intended for only a small number of large investor projects, however it is clear that in the current climate there is limited scope for this type of provision. There are already ample opportunities in the Tees Valley city region to satisfy the needs of the logistics sector. 	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 19: Key Employment Locations		
3. To raise educational achievement across the region	The policy will ensure that employment opportunities are maximised for residents of surrounding wards, particularly the more deprived communities. This could help to improve training for people living in these areas.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	As recognised by the original appraisal and highlighted in the panel report, Key Employment Locations are less accessible than employment sites in the conurbations or mixed use developments. Development on such sites will be highly car orientated and the Highways Agency has voiced concern about the impact of the sites on the local highway network. However, the policy does require a travel plan and states that a high level of public transport accessibility and use must be maintained and that a parking approach must be taken that manages private car use.	
6. To protect and enhance the quality of the region's ground, river and sea waters	The policy states that sustainable construction and design methods should be used in order to deliver biodiversity benefits and local distinctiveness.	
7. To reduce the causes and the impacts of climate change?	As recognised by the original appraisal and highlighted in the panel report, Key Employment Locations are less accessible than employment sites in the conurbations or mixed use developments. Development on such sites will be highly car orientated and the Highways Agency has voiced concern about the impact of the sites on the local highway network. However, the policy does require a travel plan and states that a high level of public transport accessibility and use must be maintained and that a parking approach must be taken that manages private car use. The policy now states that proposals should achieve low or zero carbon emissions, including energy conservation measures and the use of decentralised and renewable or low-carbon sources.	
8. To protect and enhance the region's biodiversity	The policy has been changed to state that developments should reach a high level of sustainability. Environmental assets will be protected and the policy also states that sustainable construction and design methods should be used in order to deliver biodiversity benefits. The sites, however, might have local impacts on sites designated for their ecological importance. The supporting text should encourage the use of a sustainability appraisal process to test different masterplan options. The detailed masterplan should set out how sustainability benefits will be maximised and environmental harm reduced. This sustainability appraisal process will formalise the good intentions of the policy and will provide an opportunity for developers to demonstrate the sustainability credentials of their development (over and above the information usually provided in an environmental statement).	<p>Currently the wording of this policy would lead to a neutral effect (in some areas this is uncertain without seeing a detailed masterplan). Suggested changes would result in a positive sustainability effect (see below).</p> <p>The supporting text should encourage the use of a sustainability appraisal process to test different masterplan options as well as to demonstrate that sustainable construction and design methods are being used. Masterplans should be required to set out how sustainability benefits will be maximised and environmental harm reduced particularly with relation to sites designated for their conservation importance.</p>

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 19: Key Employment Locations		
9. To reduce the amount of waste produced and increase the amount recycled	The policy states that sustainable construction and design methods should be used in order to deliver biodiversity benefits and local distinctiveness. The policy also requires provision of a waste audit.	
10. To make better use of our resources		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	The policy states that sustainable construction and design methods should be used in order to deliver biodiversity benefits and local distinctiveness. The impact of the Key Employment Locations is less significant now that TyneWear Park has been removed (which was in the Green Belt). However, several of the sites are greenfield sites.	
12. To protect and enhance the region's cultural heritage and diversity.	Historic assets will be protected.	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	The policy will ensure that employment opportunities are maximised for residents of surrounding wards, particularly the more deprived communities.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	As recognised by the original appraisal and highlighted in the panel report, Key Employment Locations are less accessible than employment sites in the conurbations or mixed use developments. Development on such sites will be highly car orientated and the Highways Agency has voiced concern about the impact of the sites on the local highway network. However, the policy does require a travel plan and states that a high level of public transport accessibility and use must be maintained and that a parking approach must be taken that manages private car use.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
Future economic growth in the region is expected to be generated by small and medium sized enterprises and a significant amount of growth is expected to be accommodated in high density developments in core areas and at transportation hubs. This policy has strengthened this spatial strategy through rationalizing the Key Employment Locations and linking the sites to specialist sectors. The sites that are left offer the kind of scale that town centre locations do not and it is important that these are retained for businesses that need this kind of scale. The deletion of reserve sites has also strengthened this aspect of the spatial strategy.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 24: Delivering Sustainable Communities		
Significant Changes from Submission Draft to Proposed Changes: The policy has had text concerning appropriate provision of infrastructure added and also considers the potential for development to reduce health and social inequalities through design and the provision of facilities.		
Significant Changes from Proposed Changes to Further Proposed Changes: Has added wastewater treatment as a consideration for development; added criterion to ensure that development has access to green-spaces and woodland.		
Significant Changes to Adopted Plan: Amend “F” to read: Linking development to appropriate provision of infrastructure, including green infrastructure , water supply, wastewater treatment and energy supplies		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy will help to ensure the provision of sufficient employment land in accessible areas through focusing development within defined urban areas and considering the accessibility of sites by all modes of transport plus the provision of mixed use developments. The policy also aims to utilise previously developed land where possible.	
2. To achieve high and sustainable levels of economic growth	The policy will help to ensure that economic development delivers wider objectives by linking it to provision of services (such as health education and other social services) and by considering the impact that development will have on the region’s natural resources and the environment.	
3. To raise educational achievement across the region	The policy will help to raise educational achievement through linking development to provision of educational facilities. Other aspects of the policy will also strengthen the link between development and social cohesion.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy considers issues of social cohesion but might benefit from an explicit recognition that affordable housing is a key element of sustainable communities. Affordable housing is covered in other policies but a cross reference here would be beneficial.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would also result in a neutral effect but would make the situation clearer to readers as the important issue of affordable housing would be introduced earlier in the plan (see below). There may be some indirect positive effects. The policy might benefit from an explicit recognition that affordable housing is a key element of sustainable communities and a key way of reducing social inequalities.
5. To ensure good local air quality for all	The policy will help to control air pollution by helping to reduce the need to travel, considering the accessibility of development sites and the promotion of mixed use developments.	
6. To protect and enhance the quality of the region’s ground, river and sea waters	The policy will help to protect water resources by ensuring that there is appropriate provision of water supply, treatment and waste water treatment and that physical constraints on development such as level of contamination and flood risk are considered.	
7. To reduce the causes and the impacts of climate change?	The policy will help to mitigate the impacts of climate change by helping to reduce the need to travel, considering the accessibility of development sites and the promotion of mixed use developments. The policy will help with climate adaptation through consideration of flooding and land stability.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 24: Delivering Sustainable Communities		
8. To protect and enhance the region's biodiversity	The policy aims to consider the potential effect of development on biodiversity through considering the impact of development sites on biodiversity and assessing the potential contribution of development to the creation of species and habitats and other aspects of the environment.	
9. To reduce the amount of waste produced and increase the amount recycled	The policy links development to provision of waste treatment infrastructure. However, it will not reduce the amount of waste produce or the amount recycled. This issue is covered in the waste management section of the plan.	
10. To make better use of our resources	The policy will help to make better use of resources by requiring development to consider effects on natural resources and ensuring development has low consumption of natural resources both in construction and operation.	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	The policy will protect landscapes through considering the impact of development sites on the region's landscapes and aiming to enhance the landscape. The policy has strengthened consideration of access to greenspaces and provision of green infrastructure.	
12. To protect and enhance the region's cultural heritage and diversity.	The policy will protect cultural heritage through considering the impact of development sites on the region's cultural assets and aiming to enhance cultural assets.	
13. To reduce crime and the fear of crime	The policy aims to reduce crime consider the potential effect of development on crime through requiring developments to contribute to secure crime prevention and community safety by design.	
14. To improve health and reduce inequalities in health	The policy will consider the potential effect of development on health through requiring developments to contribute to the provision of health infrastructure and to consider the impact that development will have on people's health.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy will ensure that developments are accessible and well served by a number of modes and aims to locate development in areas which will reduce the need to travel. The development also seeks to promote mixed use development.	
16. To increase public involvement in decision-making and civic activity	The policy aims to strengthen local communities and their social cohesion.	
17. To reduce adverse impacts on global communities	The policy looks at the use of natural resources in several areas.	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
The policy will help to plan for sustainable communities by ensuring that appropriate infrastructure is provided.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 26: Metrocentre		
Significant Changes from Submission Draft to Proposed Changes: Policy now says that there should be no further provision for retail or leisure development made at the Metrocentre. Previously the policy stated that that any proposals for the extension to or redevelopment of the Metrocentre are justified in terms of the need for the development within its immediate and wider catchment areas, the sequential approach; and the impact on the vitality and viability of other urban and rural centres.		
Significant Changes from Proposed Changes to Further Proposed Changes: None		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy is likely to have a positive impact on access to employment, as it will support the RSS spatial strategy of concentrating any additional retail and leisure development in existing urban and rural centres. It will thus provide local employment in these areas, which is likely to involve less travel as retail and leisure will be better spatially distributed across the region rather than being concentrated at a single accessible point.	
2. To achieve high and sustainable levels of economic growth	The policy is likely to have a positive impact by protecting the economy of existing urban and rural centres. PPS6 notes that expansion of an existing regional or sub-regional out of town shopping centre can harm the vitality and viability of existing centres. Technical Paper 3 specifically notes that there is currently considerable travel from the rural areas and from Durham City to Metrocentre. This is likely to worsen if expansion at Metrocentre were allowed.	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	The policy is likely to have a positive impact by reducing emissions from vehicle use in the medium to long term. Technical Paper 3 notes that the travel from rural areas to Metrocentre discussed above is associated with regular long car-based journey patterns. It is noted that public transport to the Metrocentre is being improved and that it does contain a railway station and public transport interchange, but nevertheless concentrating new development on existing centres is more likely to reduce car dependency by providing more local services and facilities.	
6. To protect and enhance the quality of the region's ground, river and sea waters	Not Relevant	
7. To reduce the causes and the impacts of climate change?	The policy is likely to have a positive impact by reducing the need to travel by car. See discussion under objective 5.	
8. To protect and enhance the region's biodiversity	The impacts on this objective are unclear. It depends on the details of the habitats adjoining the Metrocentre compared to those of potential expansion sites in existing urban centres. However, reducing the need to travel is likely to have indirect positive impacts on biodiversity in the long term by improving air quality. The Appropriate Assessment of the RSS notes the impacts of pollutants from traffic on wildlife and important habitats.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 26: Metrocentre		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	The impacts on this objective are unclear. They depend on the location of new retail and leisure development in urban centres and the effect they have on local environments.	
12. To protect and enhance the region's cultural heritage and diversity.	The impacts on this objective are also unclear. They also depend on the location of new retail and leisure development in urban centres and impacts of this development on cultural heritage and diversity.	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Not Relevant	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	By supporting development in existing centres, this policy will have a positive impact on access to jobs, facilities, goods and services in these centres. It is noted that accessibility from rural areas has been identified as a key sustainability issue for the region. This policy will help address that issue by protecting access to jobs, facilities, goods and services in rural centres.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy?</i>		
The policy changes will further support the RSS spatial strategy of concentrating any additional retail and leisure development in existing urban and rural centres. It will thus provide local employment in these areas, which is likely to involve less travel as retail and leisure will be better spatially distributed across the region rather than being concentrated at a single point. The panel report and Technical Paper 3 (Retail and Leisure) note that the region's main urban centres have sufficient capacity to address additional need identified in the Regional Retail and Leisure Need Assessment.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 27: Out of Centre Leisure Developments		
Significant Changes from Submission Draft to Proposed Changes: Policy 27 has been modified to state that proposed regional and sub-regional rural leisure developments will need to be considered and justified through the sequential approach (Policy 3) and locational strategy (Policy 5) of the Regional Spatial Strategy, and having regard to the manner in which they assist rural regeneration and local communities. This replaces a blanket restriction.		
Significant Changes from Proposed Changes to Further Proposed Changes: Instead of looking at the way that developments will assist rural regeneration and local communities, the policy now states that LDFs should ensure that leisure developments are of an appropriate scale in relation to nearby settlements, and should not make provision for new out-of-centre leisure developments unless there are demonstrable benefits that would contribute to the sustainable growth of the local economy.		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	This policy allows for rural leisure developments if they would contribute to the sustainable growth of the local economy. It is, therefore, likely to have a positive impact on employment opportunities in rural areas.	
2. To achieve high and sustainable levels of economic growth	The policy states that developments should be considered where they would contribute to the sustainable growth of the local economy. Therefore it will support sustainable economic growth by delivering wider social objectives.	
3. To raise educational achievement across the region	There is potential for recreational facilities to provide local employment training opportunities.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	The policy requires any facilities to follow the sequential approach outlined in Policy 3. This will ensure that such facilities are provided in a location that is as accessible as possible and provide public transport access. The requirement for development to be of an appropriate scale should ensure that transport impacts are minimised. This will also be partly mitigated by the requirement for travel plans in Policy 55.	
6. To protect and enhance the quality of the region's ground, river and sea waters	Development of water sports lakes could have an impact on the quality of local water resources. However this issue is addressed by Policy 36 and does not need to be dealt with here.	
7. To reduce the causes and the impacts of climate change?	Any leisure development in a rural area is likely to result in some increased traffic, even when there is public transport access. The policy is therefore likely to have a negative impact on greenhouse gas emissions. This impact will be mitigated by energy efficiency measures outlined in Policy 39 and possibly by the requirement for travel plans outlined in Policy 55. Adaptation to climate change is addressed by Policy 2a.	
8. To protect and enhance the region's biodiversity	Impacts on biodiversity depend on the location and nature of leisure development. Mitigation of these impacts is addressed in general terms by Policy 2, though detailed mitigation measures would be addressed through LDFs.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 27: Out of Centre Leisure Developments		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Impacts on landscape depend on the location of development. Mitigation of these impacts is addressed in general terms by Policy 2 and Policy 33, though detailed mitigation measures would be addressed through LDFs.	
12. To protect and enhance the region's cultural heritage and diversity.	Impacts on cultural heritage depend on the location of development. Mitigation of these impacts is addressed in general terms by Policy 2 and Policy 34, though detailed mitigation measures would be addressed through LDFs.	
13. To reduce crime and the fear of crime	Not relevant	
14. To improve health and reduce inequalities in health	The policy will have a positive affect on health by allowing for additional recreational facilities.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy requires any facilities to follow the sequential approach outlined in Policy 3. This will ensure that such facilities are provided in a location that is as accessible as possible and provide public transport access.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>The changes to the policy have made its support of the spatial strategy more subtle and instead of placing a blanket restriction on out of centre leisure developments the policy requires justification through the demonstration of contribution to sustainable growth of the local economy. The policy is also an improvement in terms of the way it addresses rural regeneration and effects on local communities.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 30: Dwelling Provision		
Significant Changes from Submission Draft to Proposed Changes: 112,000 dwelling forecast has been used instead of 107,000. Division of net additional housing numbers between districts has changed. Allocations for Tyne and Wear and Tees Valley have increased whilst Durham's allocations have decreased.		
Significant Changes from Proposed Changes to Further Proposed Changes: 128,900 dwelling forecast has been used. Division of additional housing numbers between districts has changed in some instances but not significantly.		
Significant Changes to Adopted Plan: The word average has been added before annual. Some minor changes have been made to housing numbers to correct inaccuracies.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	No direct effect. However, the continuing focus of dwelling provision in Tyne and Wear and Tees Valley supports the overall spatial and economic strategy of focusing development in these areas. This will help decouple economic growth from emissions and will help to stop the movement of population from core urban areas to more rural areas that has been caused by the absence of viable development opportunities in the core areas.	
2. To achieve high and sustainable levels of economic growth	<p>The problems of maintaining sustainable rural communities cannot be divorced from the prioritization of urban core regeneration areas. The panel considered the scale of development that was required to maintain vitality in rural areas (RSS panel report, p48). The panel decided that because of the diversity of rural settlements it was not possible to suggest a range of criteria that could be used to identify the scale of development required. This is a matter for local judgment. In the same way it is difficult for the appraisal to come to a view as to whether the housing allocations in Policy 30 cater adequately for supporting economic development in rural areas. However, there are some general messages that can be highlighted particularly regarding housing affordability (often a key factor in keeping a skilled workforce in rural areas):</p> <ul style="list-style-type: none"> • Rural areas have particular issues related to affordability and some of the region's rural areas have an affordable housing supply issue fuelled by demand from urban areas and demand for second homes. In response to this the RSS states that Local Planning Authorities should allocate and release sites for affordable housing in small rural communities using the rural exceptions sites policy. • Policy 32 ensures that provision is made for a range of dwelling types and tenure to meet the need of all sectors of the community. Policy 32 has been strengthened in relation to the provision of affordable homes. • Policy 32 also ensures that the problem of affordability is addressed, particularly in certain districts and affordable housing provision targets are set. Government research makes it clear that local housing needs assessments must contain enough detail to identify what rural communities have and what they require. <p>http://www.defra.gov.uk/rural/housing/commission/</p>	
3. To raise educational achievement across the region	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 30: Dwelling Provision		
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy enables the region to plan ahead for housing provision whilst enabling Local Authorities to take advantage of windfall sites. LDFs must now consider the ability of development to contribute towards types, sizes and tenure under-represented in the Region's dwelling stock. This also includes considers, in areas of older high-density housing, replacement at lower densities where this would improve the living environment and quality of life, and achieve a better mix of dwelling type, size and tenure. The Regional Housing Aspirations Study showed that the property type and living environments in urban areas particularly do not meet people's aspirations so the increase in provision in Tyne and Wear and Tees Valley should be positive in this respect as long as more family homes are provided and not just apartments. Policy 32 addresses this point by stating that plans should make provision for a range of dwelling type, size and tenure to meet the assessed needs of all sectors of the community, <i>including the needs of families with children...</i>	
5. To ensure good local air quality for all	Research (local housing market area analysis referred to in RSS panel report, page 84) indicates that there is a degree of mobility at the city region housing market level meaning that people are willing to commute relatively large distances to work in the core areas. Focusing dwelling provision in Tyne and Wear and Tees Valley reduces the effect of this and supports the overall spatial and economic strategy of focusing development in these areas. This will help decouple economic growth from emissions thereby improving air quality. It is important, however, that more family homes are provided in the core areas. Policy 32 addresses this point by stating that plans should make provision for a range of dwelling type, size and tenure to meet the assessed needs of all sectors of the community, <i>including the needs of families with children...</i>	
6. To protect and enhance the quality of the region's ground, river and sea waters	Not Relevant	
7. To reduce the causes and the impacts of climate change?	Focusing dwelling provision in Tyne and Wear and Tees Valley supports the overall spatial and economic strategy of focusing development in these areas. This will help decouple economic growth from emissions thereby reducing CO ₂ emissions.	
8. To protect and enhance the region's biodiversity	Not Relevant	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Focusing dwelling provision in the more urban parts of the region will help to safeguard rural landscapes as it will help to avoid general over allocation on greenfield land. The increase in the early allocations for areas such as Easington, Sedgefield and Blyth Valley for example has meant that the risk of developing on greenfield land in the early years of the plan has been increased (a concern expressed in the Panel Report). Policy 32 addresses PDL targets.	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 30: Dwelling Provision		
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Not Relevant	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	Focusing dwelling provision in Tyne and Wear and Tees Valley supports the overall spatial and economic strategy of focusing development in these areas. This will help ensure that more people have access to jobs, facilities and services.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant.	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>Focusing dwelling provision in Tyne and Wear and Tees Valley supports the overall spatial and economic strategy of focusing development in these areas. This will help decouple economic growth from emissions and will help to stop the movement of population from core urban areas to more rural areas that has been caused by the absence of viable development opportunities in the core areas. Combined with further strengthening of other policies related to rural housing affordability the policy should help to contribute to the development of more sustainable rural communities.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 31: Delivering and Managing Housing Supply		
Significant Changes from Submission Draft to Proposed Changes: N/A		
Significant Changes from Proposed Changes to Further Proposed Changes: NEW POLICY		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy aims to protect employment land by considering the reuse of employment sites for housing only where they are not required for long-term employment use.	
2. To achieve high and sustainable levels of economic growth		
3. To raise educational achievement across the region	The policy states that necessary new or improved infrastructure and services should be provided and co-ordinated with the development of new housing. This includes education facilities.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	The policy will address the development of communities with appropriate densities.	
5. To ensure good local air quality for all	Not Relevant	
6. To protect and enhance the quality of the region's ground, river and sea waters	Increasing the amount of development on previously developed sites, re-use of existing buildings and increasing housing density should have positive effects on all environmental resources, including effects on water and groundwater as long as measures are taken to reduce the effects of contamination, if found, at previously developed sites. More stretching targets have been included since the submission draft in relation to development on previously developed land.	
7. To reduce the causes and the impacts of climate change?	Not Relevant	
8. To protect and enhance the region's biodiversity	Increasing the amount of development on previously developed sites, re-use of existing buildings and increasing housing density should have positive effects on all environmental resources, including effects on biodiversity as long as measures are taken to reduce the effects of contamination, if found, at previously developed sites.	
9. To reduce the amount of waste produced and increase the amount recycled	Increasing the amount of development on previously developed sites, re-use of existing buildings and increasing housing density will ensure that natural resources (including land) can be used effectively.	
10. To make better use of our resources		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	The policy will address the development of communities with appropriate densities thus protecting the distinctiveness of rural and urban areas.	
12. To protect and enhance the region's cultural heritage and diversity.	The policy aims to reduce effects on heritage through restricting higher density housing resulting from sub-division or other intensification to protect an area's characteristics.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 31: Delivering and Managing Housing Supply		
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	The policy states that necessary new or improved infrastructure and services should be provided and co-ordinated with the development of new housing. This includes health facilities. This is supported by Policy 24.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy aims to ensure that the necessary new or improved infrastructure and services are provided and co-ordinated with the development of new housing;	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant.	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i> Increased brownfield land targets will help to ensure that land resources are used sustainably.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 38: Air Quality		
Significant Changes from Submission Draft to Proposed Changes: None – NEW POLICY		
Significant Changes from Proposed Changes to Further Proposed Changes: Policy now says that strategies, plans and programmes and planning proposals should contribute to sustaining the current downward trend in air pollution in the region.		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	Not Relevant	
2. To achieve high and sustainable levels of economic growth	Will help to ensure that development is respectful of its environmental context (at least in terms of traffic generation and impact on internationally designated conservation sites).	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	Should help to reduce congestion and continue the improvement in air quality.	
6. To protect and enhance the quality of the region's ground, river and sea waters	Further consideration of the impact of development on traffic generation will also have positive effects on diffuse water pollution.	
7. To reduce the causes and the impacts of climate change?	Further consideration of the impact of development on traffic generation will also have positive effects on carbon emissions.	
8. To protect and enhance the region's biodiversity	The policy will help to ensure that new development does not cause air pollution that will impact on internationally designated conservation sites. This will also benefit other conservation sites.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Further consideration of the impact of development on traffic generation will also have positive effects on tranquillity.	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 38: Air Quality		
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Further consideration of the impact of development on traffic generation will also have positive effects on health.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The policy should help to encourage more sustainable travel patterns and more sustainable accessibility.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i>		
The policy will assist in the consideration of the effect of the spatial strategy on air quality and the effect on internationally designated wildlife sites.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 39: Sustainable Energy Use (changed from Sustainable Construction)		
Significant Changes from Submission Draft to Proposed Changes: Policy 39 was a policy on energy use and has been re-titled to a policy on sustainable construction. Require Local Authorities to set thresholds for development which will have to meet 10% renewables target.		
Significant Changes from Proposed Changes to Further Proposed Changes: A minimum Code and BREEAM rating has been removed. In line with PPS1, the policy has removed the need for major developments to generate 10% of their energy supply from renewable sources and has changed this to an <i>ambitious but viable percentage</i> that should be set by each Local Authority.		
Significant Changes to Adopted Plan: Updated wording on ‘securing’ rather than embedded to increase flexibility and also reference to ‘low carbon’ sources as well as renewables.		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The policy does not address employment issues directly though it may provide opportunities for employment generation through environmental industries if local firms capitalize on any increased markets for installation of energy efficiency measures such as insulation and micro generation technologies.	
2. To achieve high and sustainable levels of economic growth	Encouraging embedded renewables will contribute to sustainable economic growth which delivers environmental objectives, draws on the economic potential of environmental management and helps to decouple economic growth from emissions.	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Should make a positive contribution by encouraging new buildings to be resource efficient. The change to the setting of renewable energy targets at the local level allows flexibility for local planning to factor in other sustainability benefits such as affordable housing when considering development economics on individual schemes.	
5. To ensure good local air quality for all	Could make a positive contribution to the region in the medium to long term by reducing emissions from the production of energy from fossil fuels.	
6. To protect and enhance the quality of the region’s ground, river and sea waters	BREEAM and the Code for Sustainable Homes address water use, so if a development met these standards, it may make a positive contribution to water efficiency. Water resource issues are currently addressed by policy 36, which addresses SUDS but not water conservation measures in developments. However, sustainable construction is usually taken to include water conservation and SUDS. For example, it is included in the “ten commandments” in the North East Guide to sustainable construction.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive effect as it would make it clearer that water conservation issues are a consideration in new development (see below). Ensure that Policy 36 addresses water use as well as water quality as there is no guarantee that minimum BREEAM / Code standards will be set within LDFs.

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 39: Sustainable Energy Use (changed from Sustainable Construction)		
7. To reduce the causes and the impacts of climate change?	Encouraging renewables will contribute to reducing the effects of climate change which delivers environmental objectives, draws on the economic potential of environmental management and helps to decouple economic growth from emissions. This policy has been changed in line with PPS1 which states that LPAs should set the thresholds for major development and set an evidence based target for decentralised energy supply systems. It is positive that the policy uses the term “ambitious but viable”. The policy also reflects government policy on energy conservation and the policy has been amended in line with "Building a Greener Future" which states that Building Regulations are the main delivery vehicle to improving energy conservation. The amendments to the policy allow for both on-site and off-site renewable technologies to ensure that the most appropriate technology is utilised and there is encouragement for larger renewable schemes serving a number of developments.	
8. To protect and enhance the region's biodiversity	BREEAM and the Code for Sustainable Homes address site biodiversity issues, but there are no minimum standards. Therefore this policy may contribute to improving biodiversity impacts of development. If the “checklist for developments “idea is progressed (see supporting text for policy 2) minimum standards should be set.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive effect as it would make it clearer that a positive contribution to biodiversity is a consideration in new development (see below). Ensure that the checklist for development sets minimum standards related to biodiversity.
9. To reduce the amount of waste produced and increase the amount recycled	BREEAM and the Code for Sustainable Home address waste management issues. BREEAM has no minimum standards, while the 1 star entry level rating in Code for Sustainable Homes requires “targets to promote resource efficiency” and a BRE Green Guide rating of at least D for some elements of their construction. Effectively this measures the environmental impacts of building materials, one element of which is the percentage of recycled materials. Therefore encouraging homes to meet the Code for Sustainable Homes 1 star might have a positive impact on this objective. If the “checklist for developments “idea is progressed (see supporting text for policy 2) minimum standards should be set.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive effect as it would make it clearer that waste and materials issues are a consideration in new development (see below). Ensure that the checklist for development sets minimum standards related to waste and materials.
10. To make better use of our resources	See discussion under objective 9 which applies equally to resource efficiency in construction. A separate issue is that there is no encouragement in this policy for the reuse of buildings, which the Guide to Sustainable Construction in the North East includes in its “ten commandments”. However, this issue is addressed by Policies 18, 34 and partly by Policy 3.	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 39: Sustainable Energy Use (changed from Sustainable Construction)		
12. To protect and enhance the region's cultural heritage and diversity.	There is some potential for conflict between preserving historical buildings by converting them for re-use and energy efficiency requirements. For example some energy efficiency techniques (such as cavity wall insulation) could affect the historic fabric. Guidance is therefore needed on preserving the character of historic buildings while meeting energy efficiency standards. This is provided in paragraph 3.111.	
13. To reduce crime and the fear of crime	Not Relevant.	
14. To improve health and reduce inequalities in health	BREEAM/Code do address health issues but there is no minimum requirement. However a more likely positive impact of this policy and Policy 2a would arise from better insulated and designed houses that are equipped for a future climate.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	Not Relevant	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	The materials elements of BREEAM and the Code for Sustainable Homes would promote the use of local suppliers and locally produced materials.	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>The inclusion of a broad policy on sustainable construction will support the sustainable regeneration of the region and the changes made bring it in line with government policy in the form of PPS1 and Building a Greener Future. The inclusion of the requirement for an ambitious but viable target is positive and the change to the setting of renewable energy targets at the local level allows flexibility for local planning to factor in other sustainability benefits such as affordable housing when considering development economics on individual schemes. The inclusion of energy policies and requirements in LDFs should be monitored. The final amendments to the policy allow for both on-site and off-site renewable technologies to ensure that the most appropriate technology is utilised and there is encouragement for larger renewable schemes serving a number of developments.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 42: Onshore Wind Development		
Significant Changes from Submission Draft to Proposed Changes: Broadens out the consideration of onshore wind development to areas rather than sites. Specifically, Knowesgate Hill and Kiln Pitt Hill – policy has been reformulated to make these more general areas.		
Significant Changes from Proposed Changes to Further Proposed Changes: East Durham Limestone has been added as a potential area for development. The Tees Estuary has been removed.		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	This policy would result in employment from site development and erection of wind turbines in the short term, and the creation of long term maintenance and monitoring jobs (with large grid-connected wind farms).	
2. To achieve high and sustainable levels of economic growth	This policy would make a positive impact on sustainable economic growth, in particular by helping to decouple economic growth from greenhouse emissions. There is also a possibility of securing social benefits from wind farm development (and make it locally more acceptable) by developers setting up funds for local community projects. This may be best addressed by adding additional text before policy 41.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive effect as it would make it clearer that local community projects can benefit from renewable energy developments (see below). Include discussion in the text prior to policy 41 on the value of encouraging wind farm developers to fund local community projects.
3. To raise educational achievement across the region	Not Relevant.	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant.	
5. To ensure good local air quality for all	The policy will make a positive contribution to the region in the medium to long term by reducing emissions from the production of energy from fossil fuels.	
6. To protect and enhance the quality of the region's ground, river and sea waters	The construction of turbines in upland areas can potentially have a direct impact on peat based soils, bogs and mires, with indirect impacts and contribution to cumulative impacts on ground water and river systems. Bogs and mires rely on a continued supply of clean fresh water. The Appropriate Assessment of the RSS has noted that "wind farms in the upland areas have the potential to interrupt this supply during the construction phases, through the creation and maintenance of access routes and with erosion and soil-drying around the turbine bases". The Appropriate Assessment has suggested the most appropriate mitigation measure would be to include requirements in policy 41 regarding establishing turbines in sensitive areas.	
7. To reduce the causes and the impacts of climate change?	The policy will have a positive impact on this objective as it is designed to encourage renewable energy provision and to contribute to the Regional Renewable Energy Strategy (RRES) targets for reducing greenhouse gas emissions by 20% and producing 13-16% of electricity from onshore renewable sources, both by 2010. Climate change is a key sustainability issue for the region: the North East has the highest CO ₂ emissions per head of all the English regions. This policy is an important tool for addressing the issue.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 42: Onshore Wind Development		
8. To protect and enhance the region's biodiversity	The Appropriate Assessment of the Proposed Changes to the RSS considered the impacts of wind farms on wildlife in general and discussed the effects of locating wind farms in the locations listed in this policy on important habitats. The Appropriate Assessment of the Proposed Changes noted that there were a number of general concerns about the impacts of onshore wind farms on wildlife. Specific possible problems in terms of other impacts on biodiversity are noted at Kielder, Berwick upon Tweed, and sites around the eastern fringe of uplands – Kit Pit Hill, North & South Durham upland coalfield. However, the amendments suggested to Policy 41 should mitigate against any other impacts that may result from onshore wind development by restricting development within European sites and guiding specific considerations of interest features within a certain distance.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	There is potential that this policy could encourage the growth of environmentally based businesses developing and constructing wind farms and wind farm equipment.	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Wind farms by their nature will have some impact on landscape character and visual amenity. A landscape sensitivity study has been undertaken to assess the impact of wind farms on landscape in the region (described in Technical Background Paper 7 and referred to in the supporting text to policy 41) and the areas listed are those which have been assessed as being least sensitive to wind farm development. The RPB is progressing further landscape studies to assess the potential for wind farms within a number of broad areas and this information should be tested within LDFs. This policy is therefore positive in the sense that it protects the more sensitive landscapes, but it is inevitable that it will result in some landscape impacts. Mitigation of potential impacts on landscape is addressed by policy 41.	
12. To protect and enhance the region's cultural heritage and diversity.	The areas which have been chosen exclude those which would impact on historic parks, gardens, battlefields, listed buildings and World Heritage sites. Therefore the policy will have a positive impact by steering wind farm development away from these areas. Policy 41 manages impacts on World Heritage and other designated sites.	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Not Relevant	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 42: Onshore Wind Development		
16. To increase public involvement in decision-making and civic activity	The early involvement of local communities in planning for wind farm development is particularly important because of public attitudes to wind farms. This is best addressed in the text prior to policy 41.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would result in a positive effect as it would make public consultation more effective (see below). Include in the text before policy 41 discussion on the importance of the early involvement of local communities in planning for wind farm development.
17. To reduce adverse impacts on global communities	The policy will have a positive impact by reducing impacts of climate change on global communities.	
<p><i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i></p> <p>The policy has broadened out the areas that can be considered for onshore wind development. However, this will not have significant effects on the spatial strategy. The removal of the Tees Estuary will help to protect the Teesmouth and Cleveland Coast SPA.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 45: Opencast Coal		
Significant Changes from Submission Draft to Proposed Changes: Removes the presumption that open cast coal mining should be in accordance with the principles of sustainable development potentially increasing the likelihood of this kind of development.		
Significant Changes from Proposed Changes to Further Proposed Changes: None		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	Coal extraction is now undertaken largely through opencast methods, mainly in Northumberland and Durham. There are high levels of deprivation in the coalfield areas of the North East and potential benefits of extraction might include continuity of employment. However, the policy is correct to recognise that extraction must be acceptable both in terms of its environmental impact and the impact on communities.	
2. To achieve high and sustainable levels of economic growth	Opencast coal production in the region has continued to fall in recent years, although the number of sites worked has been relatively stable. In 2004/05, 1.2m tonnes of coal were produced from 4 sites employing 248 people. Currently there are only 2 working sites at Maidens Hall and Delhi in Northumberland, the Stobswood and Southfield sites having completed coaling in February and May 2005 respectively. A further site (Fox Covert) in Newcastle City commenced in May 2005. Two companies, UK Coal and H J Banks, currently operate sites in the region and both would like to see continuity of supply and employment by finding new sites to replace those being worked out. As noted above, the policy is correct to recognise that extraction must be acceptable both in terms of its environmental impact and the impact on communities.	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	In terms of transport, the main markets for coal in the region are the Alcan Power Station in Northumberland and the Sembcorp works at Wilton in the Tees Valley. Power stations in Yorkshire are also significant markets for North East coal. At the moment open cast coal in the region is currently transported partly by rail and partly by road. The policy states that rail should be used wherever possible.	
6. To protect and enhance the quality of the region's ground, river and sea waters	Significant areas within the exposed coalfields of Durham, Tyne & Wear and Northumberland have been subject to opencast coal working over recent times. The policy duly recognizes that many of the less obtrusive sites have already been worked and it is likely to become increasingly difficult to continue identifying sites that can be worked without unacceptable damage to the environment, landscape (workings can be several hundred hectares in extent) or the amenity of local communities. A major issue of concern has been that communities and the local environment in some parts of the region have suffered from the cumulative impacts of a succession of sites over many years. The extent of past working together with other planning constraints, notwithstanding the improved standards of working and restoration, mean that there is likely to be only limited potential for further acceptable sites to be found. The policy recognizes this and should ensure that sites consider the full range of their impacts. However, in order to specifically recognise this issue the policy could make specific reference to potential cumulative impact with existing and proposed development.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would also result in a neutral effect but it would make clearer the importance of cumulative impacts (see below). This might have indirect positive effects.
7. To reduce the causes and the impacts of climate change?		The policy could make specific reference to potential cumulative impacts with existing and proposed development.
8. To protect and enhance the region's biodiversity		
9. To reduce the amount of waste produced and increase the amount recycled		
10. To make better use of our resources		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 45: Opencast Coal		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes		
12. To protect and enhance the region's cultural heritage and diversity.		
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	Piecemeal working of reserves can be damaging to communities and the health of communities as they can face unpredictable and prolonged activity. It also becomes more difficult to achieve satisfactory comprehensive restoration schemes. By asking MLDFs to forward plan for working this should be avoided.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	Coal extraction is now undertaken largely through opencast methods, mainly in Northumberland and Durham. There are high levels of deprivation in the coalfield areas of the North East and potential benefits of extraction might include continuity of access to employment. However, the policy is correct to recognise that extraction must be acceptable both in terms of its environmental impact and the impact on communities.	
16. To increase public involvement in decision-making and civic activity	The policy does not specifically discuss involving communities in the site selection process. However, this will happen through the MLDF process.	
17. To reduce adverse impacts on global communities	The lifting of the presumption against opencast coal mining recognises that obtaining coal from overseas is often much less sustainable.	
<i>How will the change in the policy affect the overall spatial strategy?</i>		
The change in the policy will not have any significant effects on the spatial strategy. It brings the policy in line with government policy.		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 51: Regional Public Transport Provision		
Significant Changes from Submission Draft to Proposed Changes: Shifts some of the implementation focus off LTPs and onto regional and city regional city strategies. Includes a long term focus for public transport which wasn't previously present in the policy. This long term focus will be on a revitalised metro system (Tyne and Wear) and a new metro system for the Tees Valley. Introduces a section of policy on encouraging park and ride.		
Significant Changes from Proposed Changes to Further Proposed Changes: None		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	A strategic focus on public transport should ensure that employment land is more accessible by public transport especially those currently poorly served by public transport. The focus on innovative solutions to reduce social exclusion in rural and urban areas and support for improvements in affordability should assist those living in more deprived areas within the region. This is an important area as there are particular improvements needed in regeneration areas in the region such as County Durham and rural areas to the west. In this case, it would be useful if the supporting text of the policy could give more guidance on the types of innovative measures that could be promoted.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would also result in a neutral effect. However, the change in wording would give Local Authorities some steer regarding the types of measures that would be acceptable (see below). It would be useful if the supporting text of the policy could give more guidance on the types of innovative measures that could be promoted.
2. To achieve high and sustainable levels of economic growth	The promotion of bus based public transport could assist in decoupling economic growth from emissions. See objective 5 below.	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 51: Regional Public Transport Provision		
5. To ensure good local air quality for all	<p>If public transport improvements result in increased patronage and a subsequent decrease in car miles, there will be air quality benefits. However, despite major investment in the region there has been a decline in public transport patronage (although the region still has the highest levels of public transport use outside of London). Research has shown that improved services, development of Bus Quality Partnerships, Real Time Information, bus priority measures and improvements to the waiting environment will be an important factor in raising patronage. For example:</p> <ul style="list-style-type: none"> • Research on Bus Quality Partnerships shows that patronage increases of between 5 and 50% can be expected with route upgrades. Targeted route upgrades can expect an average increase in patronage of 30% especially with the addition of support measures. • When marketing is undertaken in association with route upgrades there could be up to a 50% increase in patronage. (Cairns S, Sloman L, Newson C, Anable J, Kirkbride A & Goodwin P (2004) <i>Smarter Choices – Changing the Way We Travel.</i>) • Studies have also shown that park and ride are a popular measure, supported by 82% of people in England (CfIT (2002): <i>Public Attitudes to Transport in England.</i> A survey carried out by MORI for the Commission for Integrated Transport May 2002). • Traditional information services are not appropriate for occasional public transport users. Simpler information which does not require detailed knowledge (e.g. of street names) and more flexible tickets and ticket purchase options will help to get more occasional public transport users out of their car and facilitate modal shift in the harder to reach groups. (Scottish Executive Development Department Research Programme (2003): <i>Barriers to Modal Shift. Research Findings No.171/2003.</i> Derek Halden Consultancy). <p>It is also clear that in order to <i>lock in</i> the benefits of public transport, further investment in demand management is needed and this is reflected in new Policy 53A.</p>	
6. To protect and enhance the quality of the region's ground, river and sea waters	If the strategy is successful in helping to decouple economic growth from the growth in private transport, this should help reduce diffuse pollution. However, it is clear that in order to <i>lock in</i> the benefits of public transport, further investment in demand management is needed and this is reflected in new Policy 53A.	
7. To reduce the causes and the impacts of climate change?	If public transport improvements result in increased patronage and a subsequent decrease in car miles, there will be decreases in carbon emissions.	
8. To protect and enhance the region's biodiversity	If public transport improvements result in increased patronage and a subsequent decrease in car miles (and emissions) this will help reduce the effects of poor air quality on biodiversity.	
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 51: Regional Public Transport Provision		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Reduction in congestion, especially on interurban routes could have a positive effect on tranquillity.	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	The policy should help to reduce congestion on the road network and improve health, especially for those living adjacent to the highway. Focusing development in places that can be access by cycling and walking will also have positive effects on health.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	<p>The current services in the region do not support land use patterns in that most services are radial. Bus services will need to meet the travel requirements in the region including between and within the main conurbations and main settlements, to the regeneration towns and to rural service centres and their hinterlands. The policy will help to improve access to essential services and facilities for those without a car. The reduction in congestion should also help to reduce journey times.</p> <p>Action to upgrade the Tyne and Wear metro and the development of a rail based metro system in the Tees Valley will be particularly positive and supportive of the spatial strategy. Evidence shows that although the Tyne and Wear metro is well used, revitalisation of the Metro network and investment in rolling stock is needed. It is also clear that people from the Tees Valley are supportive of the aspirations for a light rail system.</p>	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant.	
<p><i>How will the change in the policy affect the overall spatial strategy?</i></p> <p>The policy supports the spatial strategy by including a long term focus for public transport which wasn't previously present in the policy. This long term focus will be on strategic public transport projects which support development in and connectivity of the city regions. This includes a revitalised metro system (Tyne and Wear) and investigation of the potential for a new metro system for the Tees Valley.</p>		

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 53A: Strategic Framework for Demand Management		
Significant Changes from Submission Draft to Proposed Changes: NEW POLICY		
Significant Changes from Proposed Changes to Further Proposed Changes: None		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	The demand management framework should assist in reducing congestion and therefore assist in reducing costs to businesses. However, the policy will ensure that inter-location competition issues are given appropriate consideration and also help to influence the Region's investment and management priorities. The policy may have a negative effect on road freight particularly serving rural businesses and therefore the viability of rural businesses.	Currently the wording of this policy would lead to a neutral effect. Suggested changes to wording would also result in a neutral effect but would give Local Authorities more of a steer regarding the issues that must be taken into account when implementing demand management measures (see below). This could have indirect positive effects. The policy should ensure that demand management measures do not inhibit freight transport to and from rural businesses where alternatives are not possible.
2. To achieve high and sustainable levels of economic growth		
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	In order to improve air quality it is necessary to plan for modal shift and increased use of public transport. Despite major investment in the region there has been a decline in public transport patronage. Studies have shown that in order to <i>lock in</i> the benefits of public transport (promoted by other policies within the RSS), further investment in demand management is needed. Therefore, the policy will have a positive effect. The policy is also aimed specifically at areas where road traffic is causing environmental problems.	
6. To protect and enhance the quality of the region's ground, river and sea waters	The policy will help to <i>lock in</i> the benefits of public transport (promoted by other policies within the RSS). If this overall strategy is successful in helping to decouple economic growth from the growth in private transport, this should help reduce diffuse pollution. The policy is also aimed specifically at areas where road traffic is causing environmental problems.	
7. To reduce the causes and the impacts of climate change?	If the combination of demand management and improvements to public transport result in increased patronage and a subsequent decrease in car miles, there will be decreases in carbon emissions.	
8. To protect and enhance the region's biodiversity	If public transport improvements result in increased patronage and a subsequent decrease in car miles (and emissions) this will help reduce the effects of poor air quality on biodiversity. The policy is also aimed specifically at areas where road traffic is causing environmental problems.	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Policy 53A: Strategic Framework for Demand Management		
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	Not Relevant	
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Reduction in congestion, especially on interurban routes could have a positive effect on tranquillity.	
12. To protect and enhance the region's cultural heritage and diversity.	Not Relevant	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	The policy should help to reduce congestion on the road network and improve health, especially for those living adjacent to the highway.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The introduction of demand management measures may have negative effects on people who do not have access to alternative means of travel, such as in rural areas. However, the policy states that accessibility and travel options should be given appropriate consideration.	
16. To increase public involvement in decision-making and civic activity	Not Relevant.	
17. To reduce adverse impacts on global communities	Not Relevant.	
<p><i>How will the change in the policy affect the overall spatial strategy?</i></p> <p>Studies have shown that in order to <i>lock in</i> the benefits of public transport (promoted by other policies within the RSS), further investment in demand management is needed. By helping to do this, the policy will help to support the efforts that the RSS is making to encourage public transport use and to provide a sustainable transport system to support the spatial strategy.</p>		

Please note that individual schemes have not been appraised for their sustainability / environmental effects – assessment of this detail is not appropriate at this level. It has also not been possible to assess the cumulative effect of the table on SA criteria. This is because this is not an integrated package with all schemes likely to go ahead. In addition, some of the schemes are very general at this stage and are at the very earliest stages of investigation. This appraisal has examined the way that the schemes have been chosen, the balance between road based and public transport schemes and how the selection of schemes is likely to support key spatial objectives.

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Transport Investment and Management Priorities Table		
Significant Changes from Submission Draft to Proposed Changes: The main change to the table is the increased emphasis on public transport (especially bus based) and the reduction in support of whole scale upgrades of the A66 and A1. The schemes are also presented differently with their links to the spatial strategy and transport issues made more explicit.		
Significant Changes from Proposed Changes to Further Proposed Changes: A number of schemes are now under construction and this is acknowledged within the table.		
Significant Changes to Adopted Plan: None		
1. To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity	<p>The transport proposals are focused on assisting the spatial objectives of the plan and identified transport issues. This includes schemes which will improve accessibility to priority regeneration sites, improve accessibility between regeneration areas and main employment centres in both city regions.</p> <p>The way that the table is set out makes it clearer how the RTS and RSS link together and support each other and the objectives chosen are those that support the spatial strategy and respond to transport issues. This is a positive response to the panel report's recommendation that there should be more focus on an objective based approach to transport priority setting.</p>	
2. To achieve high and sustainable levels of economic growth	<p>An important driver to planning and transport policy is the decoupling of transport growth and emissions from economic growth. The priorities are positive in this way as they focus mainly on public transport (bus based public transport, in particular) but also address known pinch points on trunk routes. The focus on public transport is important because of the fact that bus patronage is declining (see appraisal of Policy 51). The refocusing towards public transport also helps to strengthen the table in the light of the panel's view that it is the first and last 5 miles of a journey that are most congested (suggesting that major road building on its own is unlikely to be the best solution and that a more balanced approach is needed). This is especially the case in the North East as compared to other regions, people in the North East show relatively sustainable travel habits and congestion is relatively low (compared to other regions).</p>	
3. To raise educational achievement across the region	Not Relevant	
4. To ensure everyone has the opportunity of living in a decent and affordable home	Not Relevant	
5. To ensure good local air quality for all	<p>The refocusing on public transport priorities is positive and is likely to go some way to decoupling transport growth and emissions from economic growth. Road based schemes may have negative impacts but these will be addressed through EIA procedures.</p>	
6. To protect and enhance the quality of the region's ground, river and sea waters	<p>The refocusing on public transport priorities is positive and should lead to a reduction in car modal share and diffuse pollution. Road based schemes may have negative impacts but these will be addressed through EIA procedures.</p>	

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Transport Investment and Management Priorities Table		
7. To reduce the causes and the impacts of climate change?	A large number of schemes are put forward under the objective of improving accessibility to international gateways. The emphasis of the RSS on airports as economic drivers is negative in sustainability terms, as already discussed. However, this policy needs to be in line with the overall strategy for airports that the plan adopts and currently the policy is consistent with the plan overall	
8. To protect and enhance the region's biodiversity	The refocusing on public transport priorities is positive and should lead to a reduction in car modal share and diffuse water pollution, air pollution and direct effects on biodiversity. Road based schemes may have negative impacts but these will be addressed through EIA procedures. However, background monitoring of air pollution will be key to ensuring that road based schemes do not have a negative cumulative effect.	This is a monitoring recommendation rather than a recommended further amendment. The AA has highlighted that despite the air quality improvements predicted in the Government's Year Adjustment Factors Spreadsheet, due to a combination in economic and population growth in the North East, North West and Yorks and Humber there is likely to be an increase in traffic along the A66 and A19 which could cumulatively increase air pollution on these roads. The AA has identified that monitoring of air quality and its effects should be undertaken at the key sensitive sites alongside the A66 and A19 and the SA team also recommend that this be included as a significant effect indicator in the AMP.
9. To reduce the amount of waste produced and increase the amount recycled	Not Relevant	
10. To make better use of our resources	In order to make the best use of resources, in the short term the strategy should focus on smaller scale lower cost schemes and should aim to maximise the potential of existing transport networks. In this way the priorities would benefit from more steer on which schemes are a priority or a likely time scale for when schemes should be progressed (i.e. short, medium and long term).	Currently the wording of this policy would lead to a neutral effect. Suggested changes would also lead to a neutral effect. However, the additional text would make the plan clearer in terms of priorities (see below) and could have some indirect positive effects. The priorities would benefit from more steer on which schemes are a priority or a likely time scale for when schemes should be progressed (i.e. short, medium and long term).

IRF Objectives (the assessment has been guided by the SA criteria) Does the RSS...	Assessment/Conclusions	Recommended Further Amendments
Policy No: Transport Investment and Management Priorities Table		
11. To protect and enhance the quality and distinctiveness of the region's rural and urban land and landscapes	Road based schemes may have negative impacts but these will be addressed through EIA procedures	
12. To protect and enhance the region's cultural heritage and diversity.	Road based schemes may have negative impacts but these will be addressed through EIA procedures	
13. To reduce crime and the fear of crime	Not Relevant	
14. To improve health and reduce inequalities in health	If air quality improves through modal shift this will have some positive impacts on health.	
15. To ensure good accessibility for all to jobs, facilities, goods and services in the region	The transport proposals are focused on assisting the spatial objectives of the plan. This includes schemes which will improve accessibility to priority regeneration sites, improve accessibility between regeneration areas and main employment centres in both city regions.	
16. To increase public involvement in decision-making and civic activity	Not Relevant	
17. To reduce adverse impacts on global communities	Not Relevant	
<i>How will the change in the policy affect the overall spatial strategy (from the Submission Draft)?</i> The Transport Investment and Management Priorities Table now has an increased emphasis on public transport ensuring that the policy will help to provide a sustainable transport system to support the spatial strategy. The links of each scheme to the spatial strategy and transport issues are now made more explicit, making the strategy seem more like a coherent whole.		