



# Redcar & Cleveland Infrastructure Delivery Plan

November 2016



this is **Redcar & Cleveland**



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## Setting the context

- 1.1** This Redcar and Cleveland Infrastructure Delivery Plan (IDP) has been prepared to support the new Redcar and Cleveland Local Plan. The Local Plan sets out how the borough will develop over the period to 2032, identifying where homes, employment, services and infrastructure will be delivered and the type of places and environments that will be created.
- 1.2** Having set out a clear direction for how the borough will develop, and the planning policies and proposals that will help to achieve this, it is important that there are plans in place to help implement these and ensure the successful delivery of the overall vision for Redcar and Cleveland.
- 1.3** The IDP sets out what infrastructure is required to support the development set out in the Local Plan and how the infrastructure will be funded and delivered.
- 1.4** This is a living document and will be reviewed on a regular basis as new information becomes available and to reflect necessary changes to provide an up-to-date assessment of the infrastructure required to support new development. The Council will continue to collaborate with infrastructure providers to ensure that necessary updates can be made to the plan on a regular basis.

## The purpose of this plan

- 1.5** The National Planning Policy Framework (NPPF) sets the context for preparing Infrastructure Delivery Plans and says (para 157) that “Crucially, Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework” and that “Local planning authorities should work with other authorities and providers to assess the quality and capacity of infrastructure for transport, water supply, waste water and its treatment, energy (including heat) telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands”.
- 1.6** Infrastructure is part of the soundness test for Local Plan Examination. Paragraph 182 states that "Infrastructure now features as one of the tests of soundness that the Inspector will be looking at when examining local plans." The Inspector will also be looking for evidence of cross boundary working in terms of infrastructure.
- 1.7** The purpose of the IDP is to identify what infrastructure is required to support economic growth and new housing development as set out in the Local Plan. It is an important piece of evidence which helps the Council and other infrastructure providers to prioritise investment in the most critical items of infrastructure in the first instance, as well as being a useful tool to aid the planning application process so that developers are aware of what infrastructure is required to support development. As such, this plan aims to:
  - Identify the infrastructure needs of the borough to 2032 to support the Local Plan;

- Set out the costs, trigger points, delivery partners and mechanisms for delivery of new or improved infrastructure provision; and to
- Identify whether there is a funding gap and the possible funding options available.

**I.8** The IDP is published as supporting evidence alongside the Publication Local Plan. Whilst there is no requirement to consult on the IDP, infrastructure providers are asked to review the content of the IDP.

**I.9** The IDP will be updated before a final version is submitted with the Submission Local Plan for independent examination.

### **What is meant by infrastructure?**

**I.10** The Planning Act 2008 defines ‘infrastructure’ as including (but not limited to) the following:

- Roads and other transport facilities;
- Flood defences;
- Schools and other educational facilities;
- Medical facilities;
- Sporting and recreational facilities;
- Open spaces; and
- Affordable housing.

**I.11** These types of infrastructure will be considered as part of the IDP in addition to some other areas including utilities and energy supply.

**I.12** Whilst affordable housing is a key part of infrastructure to help deliver a range of housing types to meet the needs, it is not covered as part of this IDP. The Council’s policy in respect of affordable housing requirements is set out in Local Plan Policy H4 and also in the Affordable Housing SPD.

### **Levels of growth and impact on infrastructure**

**I.13** The NPPF places greater certainty on short term infrastructure needs in order to ensure development can be supported in a sustainable way from the outset of the plan. Of the 30 housing sites allocated in the Local Plan, 13 already have planning permission in place, and from the remaining 17 sites, only 6 are greenfield allocations outside development limits which account for less than 15% of the projected supply over the plan period.

**I.14** The allocations have been selected in accordance with general sustainability principles including directing development towards sustainable locations with good access to public transport and in close proximity to key services such as schools, shops, major employment locations and community facilities.

**I.15** In terms of employment land, the majority of allocations are existing industrial sites, the majority of which already have good infrastructure in place to support new development.

## Delivery of infrastructure

**1.16** As a Local Authority, Redcar & Cleveland Borough Council has a number of responsibilities and obligations it has to meet and therefore has a pivotal role as an infrastructure and service provider. The roles the Council currently fulfils include:

- Local Planning Authority;
- Local Highway Authority;
- Local Education Authority;
- Waste and Minerals Authority;
- Social Care Service Provider;
- Lead Local Flood Authority; and
- Public Health Authority.

**1.17** The Local Plan has been developed alongside continued engagement with other organisations responsible for infrastructure delivery in order to ensure that required infrastructure will be delivered in a timely manner where appropriate. The views of these bodies has helped develop the IDP although there remain some areas that will require on-going engagement to identify future needs. This reflects the on-going importance of continuous partnership working during the delivery of the Local Plan to ensure the IDP is kept up to date and fit for purpose. Table 1 sets out the organisations consulted during the development of the Local Plan.

Table 1 Organisations consulted

Body/Organisation	Service / infrastructure Responsibility
Environment Agency	Flooding
Highways England	Strategic road network
National Grid	Electricity infrastructure
Northern Powergrid	Gas infrastructure and distribution
Network Rail	National Rail Network
Openreach on behalf of BT	Telecommunications
Northumbrian Water	Sewerage network including Waste Water Treatment Works.
Sport England	Sport facilities
Cleveland Fire Brigade	Fire and Rescue
Network Rail	National Rail Network
English Heritage	Heritage assets
Natural England	Biodiversity
Tees Valley Wildlife Trust	Biodiversity and geodiversity
NHS South Tees Clinical Commissioning Group (STCCG)	Health care

Body/Organisation	Service / infrastructure Responsibility
Neighbouring local authorities: <ul style="list-style-type: none"> <li>• Middlesbrough Borough Council</li> <li>• Darlington Borough Council</li> <li>• Stockton on Tees Borough Council</li> <li>• Hartlepool Borough Council</li> <li>• North York Moors National Park Authority</li> <li>• Hambleton District Council</li> <li>• Scarborough Borough Council</li> <li>• North Yorkshire County Council</li> </ul>	Local services and facilities

## Tees Valley Infrastructure Planning

- I.18** A significant amount of infrastructure planning for Redcar and Cleveland is carried out at a sub-regional level, primarily by the Tees Valley Unlimited (the LEP). Tees Valley Unlimited (TVU) became a Local Enterprise Partnership (LEP) in 2011. The LEP is a business-led partnership that aims to deliver sustainable economic growth, set out local economic priorities, and work with government to identify key investment priorities and co-ordinate project delivery<sup>(1)</sup>.
- I.19** The Council is part of the Tees Valley Transport and Infrastructure Group. This group has developed the Tees Valley Strategic Infrastructure Plan (SIP)<sup>(2)</sup> which is the key document for setting out the infrastructure requirements for combined growth across the Tees Valley and takes into account proposed development in 5 local authority areas. The SIP is linked to the Strategic Economic Plan, setting out the infrastructure requirements to deliver 25,000 jobs over the next 10 years and is supported by all Tees Valley local planning authorities.
- I.20** The SIP considers the impact of all the Tees Valley strategic sites including the Enterprise Zone sites, new housing allocations and employment growth areas and sets out what infrastructure will be required and how it will be funded. The plan concentrates on the following types of infrastructure:
- Transport
  - Utilities
  - Flood risk & surface water management
  - Energy
  - Broadband
- I.21** There are plans to deliver improvements to rail and road infrastructure in particular but to also ensure that utilities such as gas, water and electricity across the Tees Valley are upgraded where required to meet anticipated requirements.
- I.22** The Tees Valley City Deal, announced in December 2013, is an ambitious deal that provides the five Tees Valley local authorities (as well as private sector partners) with the powers to develop the Tees Valley to enable the area to become one of the most significant locations for production and processing activities. The City

<sup>1</sup> Information on the key stakeholders that comprise the LEP can be found here: <http://www.teesvalleyunlimited.gov.uk/>.  
<sup>2</sup> <https://teesvalley-ca.gov.uk/tees-valley-combined-authority/key-strategies/strategic-economic-plan/>



Deal secured £12 million allocated directly as a result of the deal, as well as further £22 million through programmes during the City Deal process.

- 1.23** Tees Valley's vision for the City Deal is to build upon the Tees Valley strengths in the processing, energy and new materials sectors and to enhance competitiveness in these areas. The deal focuses on providing an environment, including improving infrastructure, to encourage investment in the chemical, process and green technology sectors, whilst increasing the integration and efficiency of the existing companies.

#### **Local infrastructure evidence base**

- 1.24** A range of evidence base studies have been developed to assess infrastructure capacity and provide solutions to infrastructure capacity issues. These include:
- Redcar & Cleveland Borough Council Strategic Flood Risk Assessment (2016);
  - Redcar & Cleveland Surface Water Management Plan Outline Solutions to Flooding Problems at Key Sites in Redcar (2014);
  - Redcar & Cleveland Surface Water Management Plan Outline Solutions to Flooding Problems at Key Sites in Guisborough and Eston (2013);
  - Marske and New Marske Integrated Drainage Study (2016);
  - The Fleet Hydraulic Modelling Report (May 2014);
  - Tees Valley Water Cycle Study (2011);
  - Leisure Needs Assessment for Redcar & Cleveland Borough Council (2007);
  - Redcar & Cleveland Borough Council Leisure Provision Strategy (September 2011);
  - Redcar & Cleveland Playing Pitch Strategy (2011);
  - Redcar & Cleveland Cleveland Open Space Assessment (2016)
  - Redcar & Cleveland Local Transport Plan (LTP3) (2011-21);
  - Strategic Sites Model Report (South Middlesbrough Transport Assessment) (2013); and
  - Redcar & Cleveland Economic Growth Strategy.
- 1.25** Copies of these documents can be found at [www.redcar-cleveland.gov.uk/localplan](http://www.redcar-cleveland.gov.uk/localplan).
- 1.26** Further to these, the relevant strategies, policies, plans and programmes of a variety of organisations, including key service-providers, were reviewed and taken into account as part of the Local Plan's development and the information gathered from these also helped to inform direction in terms of the needs for infrastructure provision as well as expectations for future infrastructure delivery projects.
- 1.27** Developers will be encouraged to engage with the Council and relevant infrastructure providers at the earliest possible opportunity when considering new development schemes to ensure they have a full understanding of the infrastructure requirements that are required. This will ensure that any necessary developer contributions can be factored into the overall scheme viability at the outset.
- 1.28** The majority of the costs allocated to the required infrastructure proposals have been based on cost data available from relevant documents, expert opinion and correspondence with various stakeholders. There are a number of areas where



costs have not been available. In these cases, generic costs have been used. Costs will be refined as and when new information becomes available.

- I.29** In any case, applicants are expected to liaise with all infrastructure providers at the earliest opportunity to identify whether there are any constraints to development and the measures needed to address capacity constraints. This will be particularly important in terms of the viability of the scheme, when considering all other policy requirements. The Council would wish to encourage applicants to have considered the infrastructure capacity and any mitigation measures needed prior to submitting any pre-application enquiries to the Council.

### **Cross boundary infrastructure planning**

- I.30** There are close links between Redcar & Cleveland Borough Council and the rest of the Tees Valley and North Yorkshire. This includes both Local Authorities and the Tees Valley Local Enterprise Partnership, and on-going discussions have taken place on a number of key issues, including housing and economic growth. The Council will work with these neighbouring authorities and organisations to ensure that cross boundary infrastructure issues are addressed to help deliver growth and development in the area.
- I.31** A number of strategic infrastructure projects beyond the Tees Valley sub-region are being promoted by the Northern Power House project. This is a project jointly lead by the Government, northern city regions and Local Enterprise Partnerships, working together with Highways England, Network Rail and HS2 Ltd as the Transport for the North Partnership Board.

### **Funding and delivery of infrastructure**

- I.32** In implementing the policies and proposals within the Local Plan it is recognised that the private sector will have a role to play in both the funding and delivery of development. Equally, the Council will have an important role to play and will make use of all appropriate mechanisms including:
- Use of Government grants, European funding and prudential borrowing;
  - Working in partnership with other statutory delivery agencies (e.g. the Environment Agency, Northumbrian Water Ltd the Homes and Communities Agency, Sport England, utility Companies and Tees Valley Unlimited to ensure that essential infrastructure is provided;
  - Working in partnership with landowners/developers and other private sector organisations to secure deliverable development proposals and investment;
  - Engaging with education providers and other organisations to ensure education facilities and services are provided where required;
  - Preparation of Local Development Orders (LDOs), Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs) and other more detailed frameworks to support site delivery;
  - Use of the Council's Compulsory Purchase powers to assist with site assembly;
  - Use of Section 106 agreements to secure site infrastructure, affordable housing and other benefits; and;
  - Use of other funding sources such as the lottery fund and coastal communities fund.

- I.33** Grant funding is expected to continue to contribute towards delivering the infrastructure needs of the Local Plan. However, the Council recognises that grant funding is likely to change significantly over the course of the Local Plan's delivery time frame with different sources and amounts of funding becoming available. The Council does however have a proven track record and substantial experience in both securing and spending grant funding in order to support improvements to the borough's infrastructure.
- I.34** Where possible opportunities to 'match fund' grant funding alongside other funding streams such as developer contributions or council budgets will be encouraged to ensure that essential infrastructure can be delivered.
- I.35** Tees Valley Unlimited will have a central role in supporting the delivery of infrastructure across the Tees Valley. The Tees Valley Local Enterprise Partnership is a business led initiative with local authority, the business community and educational providers represented. A range of funding sources is administered by the TVU including:
- **Growing Places Fund (GPF)** – reflecting the difficulties being faced by local government and the need to unlock economic growth, a number of specific funding schemes and mechanisms are being made available by central Government to fund investment in infrastructure. The 'Growing Places Fund' has been awarded to LEPs across the country to provide the opportunity for funding to stimulate economic activity in the short-term by addressing immediate infrastructure and site constraints to promote the delivery of jobs and housing. The Growing Places Fund is a loan and therefore needs to be repaid using Enterprise Zone Business Rates or developer contributions.
  - **Local Sustainable Transport Fund (LSTF)** – its purpose is to enable local transport authorities to deliver sustainable transport solutions that support economic growth while reducing carbon. It is not designed to support major infrastructure or service enhancements in relation to inter-urban journeys, but instead is geared towards influencing local journey patterns.
  - **Tees Valley Growth Deal** – In October 2012 the government invited 20 cities and their wider areas to negotiate for the second wave of City Deals, by which Government would devolve powers in exchange for responsibility for delivering growth locally. The Tees Valley gained City Deal status in 2014 and secured £90.3m in funding from the Government's Local Growth Fund to promote growth through investment in new infrastructure and job creation. £67.4million of this funding will be available from 2016/17 onwards. The Tees Valley LEP has also agreed an expansion to its Growth Deal with the Government which will see an extra £14.1 of funding committed by the Government for 2015/16 and £21.2m for 2016/17 to 2021.
  - **Enterprise Zone Business Rates** – Business rates are charged on most non-domestic properties with the money usually going to central Government. In Enterprise Zones businesses can get up to 100% business rate relief for 5 years. After the five year relief period, the business rates that are collected can be retained by the Local Enterprise Partnership to invest in supporting the local economy, rather than going to central Government. To forward fun

infrastructure the Local Infrastructure Fund (LIF) will be used. LIF is managed by the Homes and Communities Agency to support delivery of infrastructure needed to boost Enterprise Zone schemes and accelerate locally-supported large scale housing developments. LIF is a loan set against future Enterprise Zone business rates.

### **Developer contributions**

- I.36** Section 106 agreements have had an important role in funding the delivery infrastructure such as school places and open space over recent years. They will continue to have this role. Developers will be expected to provide, or contribute towards the provision of measures to directly mitigate the impact of development and make it acceptable in planning terms.
- I.37** These contributions will be sought in line with the Community Infrastructure Levy (CIL) regulations and appropriate 'tests' or successor regulations/guidance. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the site and surrounding area, with viability taken into account.
- I.38** Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan, and will ensure any new developments will provide the infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve the development, and to offset any consequential planning loss to the local area which may result from the development.
- I.39** It is often the case that contributions from one scheme are not enough to fund improvements or upgrades alone and it may be that several schemes need to contribute before any noticeable improvements are seen. However, this must be in the context of the pooling restrictions for Section 106 agreements set out in the CIL regulations.
- I.40** Further to Section 106 agreements, Section 278 agreements can be made between a developer and a Highways Authority to enable works to be carried out on the public highway to enable development. Examples of works delivered through Section 278 agreements include construction of a new access junction, improvement of an existing junction, or safety related works. The use of Section 278 agreements will continue to be an important delivery mechanism for local highway infrastructure.

## Transport

- 2.1** The provision of appropriate transport infrastructure is important to ensure that new developments have access to sustainable means of transport to provide access to work, schools and local facilities. It is also important to ensure that the road infrastructure will have the capacity to cope with any increase in traffic levels over the life of the Local Plan. Good international and national linkages are also important as the Tees Valley economy as a whole grows.
- 2.2** The Council published its third Local Transport Plan (LTP3) in March 2011. Development proposals in the Draft Local Plan are consistent with, and contribute to, the implementation of the transport strategies and priorities set out in the LTP3. The Council, site developers and other delivery partners, will work together to achieve the objectives of the LTP3, in particular securing greater use of more sustainable forms of transport.
- 2.3** As public transport and the road network crosses boundaries with other local authorities, a great deal of transport planning is undertaken at a sub-regional level. In the Tees Valley, this is undertaken by Tees Valley Unlimited (TVU), which also fulfils the role of the Tees Valley Local Enterprise Partnership. The Council will work with TVU and neighbouring authorities to support the implementation of transport schemes that will improve linkages across the sub-region. The following priorities have been identified in Tees Valley Strategic Infrastructure Plan as key pieces of infrastructure needed to be enhanced due to their potential transformational impact upon our economy and upon UK growth:
- Creating a strategic road network ladder providing connectivity to key markets and gateways;
  - Electrification of the transpennine line between Middlesbrough and Northallerton;
  - Ensuring that Darlington station improvements go ahead to free up ECML and local capacity and make sure that Darlington is well placed to benefit from High Speed Two, with improved connections to Redcar;
  - Major upgrade for local rail rolling stock and timetables;
  - Developing the case for Tees Valley Bus Network Improvements Phase 2;
  - Developing approaches to enable individuals to access employment where public transport cannot be the solution; and
  - Focus on freight capacity improvements by road, rail, sea and air, particularly focused upon Teesport and Durham Tees Valley Airport.
- 2.4** The Tees Valley Area Action Plan (AAP) <sup>(3)</sup> is a collaboration between Highways England, Tees Valley Unlimited and the five Tees Valley local authorities. It is a constantly evolving transport planning response to the changing development aspirations of the Tees Valley and considers the role of non-highway schemes such as Tees Valley Rail Improvements and the Tees Valley Bus Network Improvement Scheme, as well as highway improvements. It recognises that in order to facilitate the economic growth, it is important that the strategic transport network across the Tees Valley is able to accommodate the traffic pressures that come with it, and it notes this will be achieved through the maintenance, adaptation and expansion

3 For further detail of the Area Action Plan see [www.teesvalleyunlimited.gov.uk/.../area\\_action\\_plan\\_progress\\_report.pdf](http://www.teesvalleyunlimited.gov.uk/.../area_action_plan_progress_report.pdf)

of the existing network allied to measures to encourage the use of buses, trains, walking and cycling.

- 2.5** The AAP is supported by a development database, modelling and an assessment framework. The outputs from the modelling provide an indication of where congestion is likely to occur in the future if development goes ahead as planned. In order to assist in the analysis of specific sections of highway and individual junctions, a number of hotspots have been identified which in turn allow specific issues relating to development of individual sites or groups of sites to be considered in detail. The AAP is a constantly evolving process and will take account of changing funding patterns and development priorities. Technical modelling and data inputting is however a lengthy process, but it is intended that the AAP will be updated annually. The APP was last updated in November 2016 and took into account the level of development set out in the Local Plan.
- 2.6** A number of strategic infrastructure projects beyond the Tees Valley Sub Region are being promoted by the Northern Power House project. This is a project jointly lead by the Government, Northern city regions and Local Enterprise Partnerships, working together with Highways England, Network Rail and HS2 Ltd as the Transport for the North Partnership Board.
- 2.7** The vision for the Northern Powerhouse is to transform Northern growth, rebalance the country's economy and establish the North as a global powerhouse. As part of this strategy, there are plans to deliver improvements to rail and road infrastructure.
- 2.8** It will be the role of Transport for the North, which has brought together central and local government, the national transport agencies and Local Enterprise Partnerships to deliver the transport improvements. Transport for the North has developed a new strategy 'The Northern Powerhouse: One Agenda, One Economy, One North' which sets out what transport improvements will be delivered. The infrastructure improvement projects identified include:
- Transforming city to city rail connectivity east/west and north/south through both HS2 and a new TransNorth system, radically reducing travel times across this intercity network;
  - Supporting £2.7 billion of investment to introduce new InterCity trains on the East Coast Main Line running north south to increase capacity and speeds on one of the country's principal rail routes connecting the North and the capital. This will dramatically improve connectivity from London to the Tees Valley and north to Newcastle and up into Scotland;
  - Deliver the full HS2 'Y' network as soon as possible to radically improve the rail connections to the North East;
  - Enhance the performance of the North's Strategic Road Network (SRN) through delivery of the committed first phase of the Roads Investment Strategy;
  - Set out a clearly prioritised multimodal freight strategy for the North to support trade and freight movement within the North and to national/international markets;
  - Pursue better connections to Manchester Airport through TransNorth, and consider connectivity to the North's other major airports;

- Develop integrated and smart ticket structures;
- Improved train service offering, including new and more comfortable trains, greater reliability, extra seats on the most crowded routes; and
- New train services between destinations across the North where the passenger demand is or would be present, as well as further improvements to building on significant investment already delivered. This would be delivered by a combination of infrastructure investment, longer trains, and more routes running on metro style frequencies, building on Rail North's Long Term Rail Strategy and the city connectivity strategies within each city region.

## Highways

- 2.9** Redcar and Cleveland benefits from good highways provision catering for heavy vehicles and industrial uses with good linkages between the South Tees, Greater Eston and Redcar and the strategic highway network. The A174 and the A66 link the main urban areas of the borough through to the A19(T) to the west. Guisborough is linked to the conurbation by the A171, which is also the main road linking Whitby to Middlesbrough. A network of minor roads connects the small villages.
- 2.10** Even though the borough has good highways provision, the Council will continue to work strategically with its neighbouring local authorities and Tees Valley Unlimited to ensure that highways are improved where it supports development.
- 2.11** Specialist transport consultants were commissioned by both Redcar and Cleveland Borough Council and Middlesbrough Borough Council to evaluate the impact of future housing sites on local highways network and the outputs from this work <sup>(4)</sup> provide an insight into how well the future highway network will be able to cope with the development traffic. The study also provides recommendations on where measures may be required to add capacity to the road network to improve traffic flows.
- 2.12** To assess the cumulative impact of development across the Tees Valley, TVU has used traffic modelling software to assess the impact on the road network. This assessment, also known as the Area Action Plan (AAP), uses modelling software to provide an indication of where congestion on the strategic road network is likely to occur in the future if development goes ahead. A number of highway and public transport schemes has been identified through the AAP. This has been achieved within the AAP by identifying congestion hotspots using the Tees Valley Multimodal Model. The model helps to predict where development and growth, specified within the Development Database, will contribute to future congestion on the Tees Valley's Strategic Road Network. Numerous schemes are then tested within the model to identify which will mitigate these congestion hotspots and appropriate schemes are added to the long list. The list of schemes has also been supplemented by schemes identified by each Tees Valley local authority through work they have undertaken on a site by site basis. The model provides an assessment of each scheme and produces outputs that can be used within the sifting and prioritisation process. The AAP was updated in November 2016.

4 Middlesbrough Council and Redcar & Cleveland Borough Council Strategic Housing Sites Model Assessment Report (October 2013)

**2.13** Modelling work shows that current congestion is focussed on the strategic road network with specific problems summarised as:

- A19 Tees Viaduct and Stockton Road Interchange with A66;
- A66 particularly through Middlesbrough and Stockton;
- A19/A689 Wolviston Interchange;
- A174/A1053 Greystone Road network, the key route to and from Teesport and the industrial and petrochemical centres.

**2.14** A number of targeted local highway network improvements have already been delivered as the first stage of tackling these challenges. These include:

- The £13.5m North Middlesbrough Accessibility Scheme, comprising a number of highway improvements to the A66; and
- The roundabout interchange at the A19(T)/A174(T) has been signalised on the three trunk road approaches as the first stage of the Teesport Access Improvements scheme.

**2.15** Prior to its inclusion within the Local Growth Fund process, TVU developed a Local Major Transport Scheme Prioritisation Local Major Transport Scheme Prioritisation, Tees Valley Unlimited, July 2013 list of schemes for funding from 2015, based on schemes arising from the AAP. This provided the basis for the immediate key projects outlined in the 2014 Strategic Economic Plan (SEP). The development of the SEP and subsequent work has identified additional schemes, which TVU will be seeking funding for. These include:

- to improve linkages between the South Tees Industrial area and the local highway network (particularly the A66 and A1085) which links to the strategic highway network of the A19. This includes junction improvements on the A66 which have recently been completed;
- a proposed east to west extension to Dockside Road, that will particularly provide better access to the Port / riverside and open the surrounding land up to development; and
- improvements to Greystones roundabout to improve strategic highway capacity.

**2.16** The Council will also continue to support the development of Strategic Route Management, which most recently saw the introduction of ramp metering. This will be supported by further communications technologies in the future to assist network management and get the most out of existing highway capacity.

**2.17** The Council will continue to promote the concept of School Travel Plans so that all of the borough's primary and secondary schools have an approved School Travel Plan. Although very much tailored to the particular needs of individual schools, the common objective of these School Travel Plans is to reduce the number of journeys to school by car. Capital funding has recently been allocated to assist schools to introduce physical measures that will encourage greater levels of walking and cycling to school, which will reduce private car usage over time.



## Passenger rail

- 2.18** The borough includes two passenger rail links, one linking Saltburn, Redcar and Marske to Middlesbrough and through to Darlington, connecting with the East Coast Mainline, and another linking Nunthorpe to Middlesbrough along the Whitby line. Located on the East Coast Main Line, Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, making it a 'gateway' for rail journeys into and out of the Tees Valley. However, in comparison to its excellent north south connectivity, Darlington is relatively inaccessible from other key centres within the Tees Valley. This relatively poor east-west connectivity by rail within the Tees Valley impacts on the external connectivity of the Tees Valley as a whole, reducing the attractiveness of the excellent north-south links from Darlington to potential users from the rest of the Tees Valley. This poor connectivity will need to be addressed.
- 2.19** The on-going programme of investment in the Tees Valley rail network/system is focussed on utilising the existing rail network more effectively and getting the most out of existing assets. The main objectives for new/improved stations, enhanced frequencies/timetables and newer rolling stock has been geared around a heavy rail solution and constrained, to an extent, both by limited available funding opportunities and by rail industry processes. However, successful applications for funding has enabled TVU and the Tees Valley local authorities to complete initial rail proposals in partnership with Network Rail. These improvements have provided a good understanding of what constraints exist on the network, particularly in relation to aspirations for increased frequencies and further developed schemes to address these, as well as proposing improvements to a number of existing stations.
- 2.20** On the back of this work a Phase I programme has already delivered station investments and provision of improved facilities for passengers through a further £8.5million secured through both the Regional Funding allocation and the Local Sustainable Transport Fund to deliver significant infrastructure investment. During this time there have also been service frequency enhancements on some lines in the Tees Valley. For Redcar and Cleveland, these improvements have included:
- **Saltburn Station:** more than £110k of funding has delivered significant improvements including new shelters, improved information and signage, a new real time information screen and full CCTV coverage.
  - **Redcar Central Station:** a £1.2million upgrade to station facilities and immediate public realm was recently completed.
  - **Marske, Longbeck, Redcar East and South Bank stations:** a package of works totalling just over £300k has recently been completed. Improvements included new shelters, full CCTV coverage, improved information and signage and enhanced lighting at South Bank.
- 2.21** The provision of enhanced capacity for local passenger services will be a key element of delivering growth aspirations. An enhanced rolling stock across the whole network and the provision of a half hourly service at all stations will contribute to these ambitions being achieved. The delivery of this enhanced timetable will include the appropriate recasting of existing timetables.

- 2.22** The aim is that all local services have good and efficient connections with longer distance services from Middlesbrough, Thornaby and Darlington; and there should be no gaps in provision such as the current hourly gap in the morning peak from Saltburn and Redcar, which is the busiest time. Northern Rail state that this is required to allow a train to run to/from Nunthorpe at the busiest time but this should not be an either/or decision, as all lines should have optimal services at peak times.
- 2.23** The Council will continue to work in partnership with TVU, Network Rail and the Department for Transport to ensure the Tees Valley has an excellent rail service and improve services within and beyond the borough.
- 2.24** TVU and partners in the North East are also lobbying strongly to ensure that the Tees Valley fully benefits from the significant investment that is planned for High Speed Rail (HS2). The provision of a regular HS2 service to Darlington will be critical for the economic well-being of the Tees Valley, but equally important will be the benefits obtained from the released capacity on the East Coast Main Line (ECML) that the HS2 will deliver. Darlington is the main interchange hub in the Tees Valley for national and inter-regional rail connections, and it is vitally important to continue to improve these services, increase capacity and tackle bottlenecks on the ECML through improvements at Darlington Station; Trans-Pennine services from Middlesbrough and Grand Central services which join the ECML at Northallerton are important for their direct services to Leeds and Manchester (Trans-Pennine) and London (Grand Central).
- 2.25** An essential part of any HS2 'package' for the Tees Valley must therefore be a commitment from Government to provide the required additional capacity for all HS2 and existing services north of York on the ECML. Increased capacity at Darlington will be a critical part of this which is why the re-modelling scheme is so important. Along with commitments for the necessary infrastructure investment, there must also be a commitment for the released capacity to deliver more ECML services for the Tees Valley. As well as securing and improving service levels at Darlington, it should allow for the introduction of new services such as Middlesbrough to London. The Tees Valley is represented on the East Coast Mainline Authorities Consortium which pushes the case for investment in the East Coast Mainline.
- 2.26** The electrification of the Northallerton to Middlesbrough/Teesport rail line is a key project to support industrial development. This project will complete the Transpennine electrified network, helping to ensure that direct services to key destinations such as Leeds, Manchester and Manchester Airport are retained and enhanced in the future. It will also mean that the electrification of the remaining Tees Valley network becomes a logical next step in the electrification programme.

### **Freight rail**

- 2.27** Rail loading gauge clearance is a key constraint for rail freight movements to and from Teesport. The problem lies in the present rail gauge clearance limitation on potential routes to the ECML and on the ECML itself. The local rail network linking Teesport to the national rail network has gauge clearance no better than VV8 at present, and the ECML itself is only VV9. Rail gauge clearance is not an issue isolated

to local level in the Tees Valley. The national network is just as important, given the wide marketplace for Teesport across the whole of northern England and Scotland. It is therefore critical to ensure that the wider network is also of adequate gauge.

- 2.28** To ensure that the potential for rail freight for unitised traffic through Teesport is developed, W9 loading gauge clearance on rail links for small deepsea containers can be tolerated economically, but W10 clearance for 9'6" containers is optimal.
- 2.29** The extent of the freight rail capacity will play an increasing role in the future development of the South Tees area, particularly with the expansion of the Teesport.
- 2.30** The electrification of the Northallerton to Middlesbrough/Teesport rail line scheme would also bring, along with loading gauge enhancements, significant benefits for the growing rail freight market in the Tees Valley and this would support the delivery of developments on a number of our commercial sites including PD Ports and Wilton International. The Council will support the delivery of this project by working collaboratively with all partners. The Council is involved with the Department for Transport Electrification Taskforce, with local MP representation and officer input on the working group. The Taskforce is currently looking at future electrification options, with the Middlesbrough/Teesport to Northallerton line specifically outlined for detailed assessment.

#### **Bus services**

- 2.31** Bus services will continue to be a primary mode of transport for the majority of people due to low levels of car ownership and the rural nature of the borough. Therefore, the improvements to bus provision (operational considerations and provision of facilities) to promote and enhance access to the bus network across will be a priority. This will be done through delivering improvements to bus corridors and improvements to existing service provision including vehicles, frequency and reduced cost where possible.
- 2.32** The Council and its transport provider partners will also continue to improve connectivity between local settlements and regional destinations to access key goods and services such as health and education provision as well as improving facilities for bus users on core routes and at primary transport hubs, including appropriate provision of service information.
- 2.33** The development of a core and feeder network will be developed whereby the main rural service centres of the borough will provide the hub of a rural transport network with other services feeding into them from the rural hinterlands. The Council has identified a number of transport hubs in the borough to act as feeder networks serving the surrounding areas. It will be important that these transport hubs provide effective links to both the surrounding areas and Middlesbrough, with links to other parts of the Tees Valley and wider North East region.
- 2.34** A comprehensive package of measures has recently been completed to address the overall long term decline in passenger numbers. The Tees Valley Bus Network Improvements (TVBNI) project was a 5 year project, worth £57 million in total, implemented by the 5 Tees Valley Local Authorities during the period 2011 to 2016. This project has brought about successful changes to the operation of buses

in the borough. As part of this project £7 million was invested in projects in Redcar and Cleveland. In addition, the bus operators have also committed to improving their bus fleet and services over the next few years.

**2.35** Initial thinking suggests that there is very little in the way of further infrastructure improvements that can achieve further reliability in bus services. Therefore, it would seem that future investment needs to be targeted in response to building on recent infrastructure and investment already carried out. These are:

- Creation of an ultra-low carbon bus network – this will focus on fleet investment which is a continuous objective of the operators but would be seen as a method of accelerating investment in specialist vehicles.
- Development of the network – previous and current investment has focused on the core network to achieve the reliability of the fast and frequent services. Attention needs to be turned to the further development of the tertiary network and focus on large key employment sites and emerging new housing sites.

**2.36** These ideas are likely to be developed through the Tees Valley Transport and Infrastructure Group and via engagement with the bus operators to develop a comprehensive bus improvement strategy which will inform future bids for Government funding.

**2.37** It is recognised that the provision of bus services to isolated employment sites is a key issue. In meeting the additional jobs that are to be created, with 50% of these expected to be provided at Teesport, it is important that we attempt to address employment sites that are currently inaccessible by public transport. The Council has held initial, positive conversations with Arriva North East and PD Ports about the feasibility of providing services to Teesport. A PD Ports initiative involving partners from the site has been publicised called 'High Tide', which is an initiative to get 14-19 year olds into employment after education as well as being interactive within schools and the community. An element of this scheme to encourage young people into employment will involve accessibility to get to work on the site and the provision of public transport.

### **Public access routes**

**2.38** The Council are, and will continue to, improve walking, cycling and horse riding networks, so that they give better public access to the coast, the North York Moors National Park, wider countryside and to local facilities, such as open spaces, schools, shops and places of work. Footpaths, bridleways and byways are probably best known as a leisure resource, but on a more local scale, they can also offer walking and cycling routes between people's homes, schools, shops and workplaces. Providing such opportunities will help to provide and promote sustainable transport options. These networks are also important for tourism, culture and leisure and will play a key role in the regeneration and economic growth of the borough.

**2.39** Sustainable transport networks also deliver both physical and mental health benefits and can help to reduce congestion and air pollution. Therefore, the Council recognise the importance of these networks as assets well worth investing in, in

addition to the essential elements of the countryside, biodiversity, tranquillity, and aesthetic beauty that they provide.

**2.40** Redcar & Cleveland Borough Council has prepared a Rights of Way Improvement Plan<sup>(5)</sup>. This plan is the framework for managing and improving the local network of public footpaths, public bridleways, byways and cycle tracks within the borough. It is based on an assessment of:

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation and enjoyment of the area.
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

**2.41** A review of the Rights of Way Improvement Plan will commence shortly and will include local consultations. It's presently envisaged that a revised Plan will be in place from 2017 to 2021 to bring it fully in line with the next review of the Council's Local Transport Plan. The Plan will include a list of priority projects which will be delivered by the Council to improve the public access network up to 2021.

**2.42** Appropriate infrastructure for walking and cycling will be built into all new developments where required, with opportunities taken to link developments to the wider public access network and to enhance and extend the network for recreational use where possible. Developer contributions will be sought where a development requires off-site works.

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5 <http://www.redcar-cleveland.gov.uk/rcbcweb.nsf/web+full+list/d73305f95d1eacab802572e4004b2bf9>

Table 2 Transport infrastructure

Project/Programme	Project description	Capital Value	Timetable for Delivery		Finance and Delivery	
			Delivery		Delivery	
Bus services and passenger facilities	Developing and enhancing the network of public transport links focused on key hubs, in particular on the rural service centre, East Cleveland towns and service villages, with frequent services from these centres to the conurbation and wider sub-region, thereby identifying measures to reduce congestion and to support economic growth and the access to jobs. This project is part of the Block Allocation - Local Transport Plan.	£853k per year	2017 - 2020		Local Transport Plan Block Allocation	
Tees Valley Rail Improvements: Phase 2	Includes track capacity and signalling improvements to Darlington to Saltburn line and improving capacity at Darlington Station.	£78m	Short Term 2016 – 2020		Funding for feasibility works obtained through Local Growth Deal. No committed funding for actual works.  Potential funding through Network Rail	
Replacement of life expired rolling stock for local rail services	Greater influence in rail franchise process to ensure that rolling stock replacement is a high priority within a new Northern franchise	TBC	Short term 2017-2020		DfT	
Rail Timetable Improvements	Greater influence in rail franchise process to ensure long distance links are retained and enhanced, and local timetables are improved Includes track capacity and signalling improvements to Darlington to Saltburn line and improving capacity at Darlington Station.	TBC	Unknown Medium term 2020-2025		National Rail Rail Operators TVU  Potential funding through Network Rail	

Project/Programme	Project description	Capital	Timetable for		Finance and
		Value	Delivery	Delivery	
General highway improvements	Improvements to various existing roads to increase capacity and improve safety such as installation of barriers. (excludes general maintenance)	£400k per year	2016 - 2020		RCBC Capital Programme
Sustainable Access to Employment package	A number of pinch points on the Tees Valley strategic road network are stifling employment & housing development opportunities. Also 30.5% of people in the Tees Valley do not have a car to access employment. A package of smaller interventions to be delivered over a five year period including: <ul style="list-style-type: none"><li>● 20 mph zones</li><li>● cycle paths</li><li>● major road crossings</li><li>● improved bus passenger waiting facilities</li><li>● improved integration between bus, rail, walking and cycling</li><li>● marketing of sustainable modes</li><li>● roll out of Darlington's Sustainable Travel Town measures.</li></ul>	£18.5	2015-20		RCBC and other TV local authorities  LGF and LSTF funding secured.  Seeking further LSTF and ESIF funding.
Stainton Way Western Extension	Required to alleviate traffic in the southern part of Middlesbrough. This project is outwith Redcar and Cleveland, however traffic from sites in the western part of the borough will be required to contribute to this project.	£470,000	2019-20		Developer of site H3.5
A172 Dixons Bank/Stainton Way	Improvements to existing traffic signalling equipment at the junction of the A172 Dixon's Bank and Stainton Way.	£25,000	2019-20		Developer of site H3.5
Development of Dockside Road to unlock the development potential of South Tees.	Construction of a roundabout to connect the main highway to South Bank Wharf and open up access to the site which offers commercial potential for oil and gas rig decommissioning. Currently developing a more detailed proposal and business case to submit to TVU to unlock £1m of Local Growth Fund support. Progress bid and unlock funds - likely to complete bid by June 2016 with works to start in 2016/17.	£1,000,000	2017-18		Growth Fund  RCBC Capital Programme
Kirkleatham Business Park Spur Road	Based upon previously determined planning applications and current market interest, the Council will work with partners to develop a new spur road at Kirkleatham	£1,000,000	2016-17		Local Growth Fund



Project/Programme	Project description	Capital Value	Timetable for Delivery	Finance and Delivery
	Business Park to open up a new 10 acre site. Anticipate a decision on funds from HCA and LGF to be known by summer 2016 with a view to going on site in 2016/17.			RCBC Capital Programme
Rail Freight	The efficiency of freight access and existing freight interchanges within Teesport to support rail loading gauge enhancements to the port, particularly from the East Coast Main Line. The loading gauge is currently a constraint for containerised freight movements in the area. The Tees Valley Line through South Tees is currently cleared to W8 gauge, sufficient for standard container movements but insufficient for larger Hi-Cube containers on standard wagons. The ECML in this area is rated at W9 capability which permits “Hi-Cube” containers to be conveyed on low-deck wagons. To further develop the port, the intention is to make improvements to the Tees Valley Line through South Tees to carry out gauge clearance works on the route from Teesport to Darlington in the short term and then in the longer term, further improvement work on the Northallerton to Eaglescliffe line. Funding for Phase 1 of these works will be provided by PD Ports, Network Rail and TVU. Funding for Phase 2 has yet to be determined but is likely to see a similar funding arrangement. These improvements will remove constraints on the growth of PD Ports logistic platform at Teesport.	TBC	2019 onwards	No committed funding. Potential funding through Network Rail / Growth Fund
Electrification of the Northallerton – Middlesbrough – Tees Dock rail line	To link in with wider Trans-Pennine electrification proposals and the UK rail container network. Electrification of the Northallerton- Middlesbrough (and on to Teesport) section is not part of DfT’s proposal for TPE electrification in CP5	£10,000,000	2018-2020	No committed funding. Potential funding through Network Rail
Tees Valley Rail Improvements Phase 3	Track capacity and signalling improvements to Darlington to Saltburn line, Hartlepool to Nunthorpe line and at Middlesbrough Station. Potential new stations at DTVA and Nunthorpe Parkway.	£50m	2021 - 2025	No committed funding. Potential funding through Network Rail

Project/Programme	Project description	Capital	Timetable for	Finance and
		Value	Delivery	
Public Rights of Way Improvements	Construction and upgrading of access routes throughout the Borough.	Various	Ongoing	RCBC Capital Programme

## Education

- 2.43** The Local Education Authority (LEA) and Tees Valley Unlimited has carried out forecasting to help assess whether there will be enough capacity in schools to cater for the increase in the number of pupils as a result of the new development proposed in the Local Plan. The impact of housing development on pupil places within a given area is calculated using a prescribed formula. The assumptions used as part of this analysis were based on each dwelling generating 0.35 pupils for primary places and 0.25 pupils for secondary schools.
- 2.44** Analysis has shown that over recent years there has been a fall in birth rates across the borough. This is predicted to continue for the foreseeable future and will consequently lead to a reduction in pupil numbers in the majority of schools across the borough, even when taking into account the new development proposed in the Local Plan. Housing supply, together with parental choice, are the main factors which determine variability in local demand but housing developments do not, generally, tend to have a significant effect on school numbers.
- 2.45** For both primary and secondary schools, parents have the opportunity to choose which school they wish their children to attend, subject to places being available. This has led to some popular well performing schools generating a demand for places and being at capacity, while others have high levels of surplus pupil places.
- 2.46** It is only in areas which experience very significant housing expansion results in schools requiring additional classrooms or even the provision of a new school. Obviously the 'significance' threshold will depend on the existing provision and level of surplus capacity (or otherwise), but for many developments the impact on school places is minimal because it is diffused across the eleven school years and distorted by parental choice. However, where a new build housing scheme is calculated to have an impact on pupil places through the planning process, the developer of the scheme will be required to enter into a Section 106 agreement to fund improvements to the local school to increase capacity. The LEA and education providers will be consulted when planning applications are submitted for major housing developments to determine if school improvements or extensions are required.
- 2.47** There will not be a requirement for schools in neighbouring borough's to take additional pupils as there is capacity in local schools close to the housing allocations within the borough which have enough capacity.

Table 3 Education infrastructure

Project/Programme	What is required?	Capital	Timetable for		Finance and
		Value (estimate)	Delivery	Delivery	Delivery
Ormesby/Nunthorpe Schools	Schools in this area are at capacity. Additional capacity is required. £1,800,000 has been secured from the Longbank Farm development to increase capacity. A feasibility study will determine which local school will be upgraded.	£1,800,000	2019-2020		Developer of Site H3.5
Hillview Academy Extension	Eston Park and Gillbrook academies will be brought together to create Hillview Academy. The merger will address a surplus in capacity which will reduce from 1,748 to 1,200. The extension remains on hold. Officers are working with the Academy Trust to evaluate the scope of the project, including future requirements in light of pupil numbers projections, facility requirements and site availability.	£2,730,750	TBC		RCBC Capital Programme
Pathways Schools Project	Education Funding Agency (EFA) replacement of poor facilities. Programme will be developed following initial development work.	Various	Ongoing		Education Funding Agency
Additional Schools Programme	Various small to medium-sized school improvement and maintenance projects. Annual programme and emergency works programme based on gov funding.	Various	Ongoing		Central Government

## Water supply and waste water

- 2.48** Northumbrian Water is currently the sole provider for both clean and waste water infrastructure provision. They are responsible for assessing what capacity exists within their network, identifying what is needed to support anticipated levels of new development and for delivering required new infrastructure.
- 2.49** Northumbrian Water has indicated, on the basis of the information currently available to them, that there are currently no concerns regarding the capacity of provision, with an adequate supply anticipated to be available to meet the needs of residents and business. This is also confirmed in the Water Cycle Study (WCS) <sup>(6)</sup>.
- 2.50** The provisional assessments undertaken by Northumbrian Water, based on the information currently available, have indicated that there are no issues with waste water treatment capacity works within the the borough. Recent investment has provided spare capacity within the treatment works.
- 2.51** This is supported by the Water Cycle Study ((WCS) which included a high level assessment of the existing wastewater carrying network to determine whether there is likely to be sufficient capacity in the system to transmit additional wastewater flows from the new development proposed. The WCS concluded that network capacity is limited in a few locations where development is to be located and proposed that more detailed analysis was carried out in particular locations. The sites where capacity is limited are at Moorsholm and at Dunsdale. However, the WCS has indicated that this low capacity should not be considered to be a constraint to growth as main areas of growth feed into the Bran Sands and Marske and Skinninggrove Waste Water Treatment Works (WwTW's). It is also the case that there are no major developments proposed within the Moorsholm or the Dunsdale catchments.
- 2.52** Notwithstanding the above, it is likely that there will be a need for some localised upgrades and reinforcements to the network. This is a standard process however and is not considered unusual. This assessment of development on the water supply infrastructure can be undertaken as and when proposals for development are formed. Northumbrian Water will continue to monitor the volume and rate at which development will come forward to better understand the impact and the need to co-ordinate any investment with the delivery of development.
- 2.53** Northumbrian Water has a complex funding system when it comes to providing new utilities infrastructure. It is a closed system and they are unable to accept contributions from developers as part of planning applications. It is therefore vital for developers to engage in early pre-application discussions with Northumbrian Water to ensure that adequate infrastructure is available and/or that it can be planned for in order to deliver the development as quickly as possible.

## Flood risk management and drainage infrastructure

- 2.54** A Strategic Flood Risk Assessment (SFRA) was undertaken for Redcar and Cleveland during 2016. This has been used to assess the risk of flooding on all development sites. The main flood risk is from surface water run-off. This is because there are few main rivers and although the borough has an extensive coastline, much of this comprises cliffs with only a few low lying locations at risk of tidal flooding.
- 2.55** Surface water flooding will largely be addressed by sustainable drainage – ensuring that development does not take place in areas prone to it, as well as ensuring that development does not exacerbate surface water flooding problems elsewhere.
- 2.56** Surface Water Management Plans have been prepared for the areas that are at risk from surface water. The Council has prepared Surface Water Management Plans for five areas as follows:
- Redcar
  - Eston and Guisborough
  - Marske, New Marske and Yearby
  - North Skelton
- 2.57** Redcar and Cleveland Borough Council as a Lead Local Flood Authority (LLFA), also commissioned JBA Consulting to produce an investment plan <sup>(7)</sup> to identify the schemes required to reduce flood risk in our critical drainage areas. The plan identified several schemes to reduce the risk of surface water flooding in Eston, Redcar and Guisborough. However, it should be noted that these schemes are not essential for the delivery of the Local Plan as the site allocations are not at risk from surface water flooding. The schemes identified will be delivered as and when funding is secured and will involve close cooperation with the Environment Agency and Northumbrian Water.
- 2.58** There are no major concerns about flood risk and defence provision within the borough. No intervention has been identified that is critical to the delivery of the Local Plan and as such the delivery of development sites included in the Local Plan are not dependent on significant investment for either new or upgraded flood defence related infrastructure. This position reflects that the Local Plan has sought to direct new development away from areas at risk of flooding.
- 2.59** The Local Plan does not propose to allocate any land for development in Flood Zones 2 or 3. Any additional sites that come forward during the plan period that are within Flood Zone 2 or 3 will need to comply with the requirements of the NPPF and the relevant policy in the Local Plan, where it will need to be demonstrated that such sites are not at an unacceptable risk of flooding and importantly that their development would not increase the risk of flooding elsewhere. Any measures put forward to protect sites and surrounding areas will include flood protection schemes of varying scales and nature. Developers submitting applications for sites in areas where new flood protection schemes are proposed may be required to provide financial contributions to those schemes where they will benefit from them.

7 Redcar and Cleveland Borough Council Lead Local Flood Authority - Flood Risk Management Investment Plan (JBA, January 2014)

**2.60** Notwithstanding the above there will be instances where localised flooding poses ongoing concerns. For this reason, the Environment Agency (EA) and the Council will continue to work with communities to explore options for mitigating or reducing the risks faced. It is recognised that opportunities which arise from development proposals should be explored and where possible utilised to help secure solutions.



Table 4 Flood risk management and drainage infrastructure

Project/Programme	What is required?	Capital		Timetable for		Finance and	
		Value	(estimate)	Delivery	Delivery	Delivery	Delivery
Sustainable Urban Drainage Systems (SUDS)	Appropriate measures to deal with drainage	TBC		To be delivered in-line with development.		Developers	
Kilton Lane	There are known flooding issues in the area of Kilton Lane. NW will work with the developer when the Kilton Lane site comes forward to manage the flows from the site so that flooding is not increased.	TBC		In line with development coming forward		Developer of Kilton Lane (Site H3.28)	
Cross Beck Eston, flood storage area	Flood storage scheme - flooding from Cross Beck to properties on Church Lane around St Helens Close. Rapid flows from northern slopes of Eston Moor.	£1,390,000		2023		TBC	
Flatts Lane, Eston - flood storage area	Culvert upsizing scheme - flooding to public highway and properties on Flatts Lane just downstream of inlet to 600mm diameter culvert in South Park Wood.	£420,000		2019		TBC	
Whale Hill, Eston - flood storage area	Flood storage scheme - flooding to property on Ripon Way and Lichfield Avenue from culverted watercourse. Culverted watercourse also prone to significant build-up and blockage from iron ochre deposits.	£1,012,000		2023		TBC	
The Fleet - regrading	Re-grade of The Fleet - several sections of The Fleet have a reverse gradient and several structures located downstream of the A1085 have perched invert levels, which raise upstream water levels and restrict the hydraulic efficiency of The Fleet.	£500,000		2020		TBC	
Roger Dyke Flood Storage Scheme	Flood storage scheme. - flooding to properties on the Crestwood Residential Estate and Plantation Road from West Dyke Culvert which runs in a northerly direction through the area.	£1,598,000		2020		TBC	

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
Dormanstown Flood Storage Scheme	Flood Storage Scheme - flooding to residential and industrial properties in the vicinity of Limerick Road and residential properties on Staintondale Avenue from Dormanstown Beck.	£1,070,000	2020	TBC
Hutton Lane, upstream storage/culvert diversion.	Culvert Diversion & Upstream Storage - flooding on Lucia Lane, Tidkin Lane and Hutton Lane associated with culverted watercourse. Culvert passes through numerous plots of private land.	£1,011,000	2023	TBC
Cowbar	Cowbar – small erosion risk site but looked to have gained £300=400k emergency funding from the EA. Halcrow currently undertaking a study for costs etc	£400,000	2019	TBC
Tees Dock Road	Tees Dock Road Highway Drain Upsizing	£882,925	2023	TBC

## Electricity and gas

- 2.61** As long as robust plans are in place and developers are in a position to deliver a development, utility companies are usually able to improve infrastructure where it is required. However, the utility companies need to be made aware of new developments early so that required improvements can be taken account of in their investment plans. If improvements are required for individual developments, this will need to be funded by site developers.
- 2.62** Where developers will be required to pay for additional capacity upfront, the utility companies would normally pay the developer back as new occupiers take up the additional capacity. However, where providing upfront funding for infrastructure is an issue that may prevent a development or investment from progressing then it will be necessary to consider public intervention, provided the costs can be recouped from the utility company as capacity from all development is taken up.

## Electricity

- 2.63** The electricity network is managed by National Grid (NG), which has a statutory responsibility to develop and maintain the electricity distribution network through England and Wales. Although it does not distribute electricity itself, its role is to ensure reliability and quality of supply to all. NG operates the high voltage network and separate regional companies own and operate the distribution networks at the lower voltage (132kV and below). It is the role of these local companies to distribute electricity to individual premises. In the Tees Valley electricity distribution is carried out by Northern Powergrid (Northeast) Ltd.
- 2.64** NG can offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply for their development. The development proposed in the Local Plan is not expected to require major upgrades to energy infrastructure other than the upgrades which are already underway or planned. NG has advised that specific development proposals, including the major developments in South Tees, are unlikely to have a significant effect on its electricity transmission infrastructure. They have noted that it is unlikely that any extra growth will create capacity issues for given the scale of the electricity transmission network throughout the Tees Valley and the improvements which are currently being made. Generally the limiting factor for a new connection varies depending on the type of equipment being connected and the diversity of the nearby network.
- 2.65** A number of developers have requested connections to the grid recently. For example, Progressive Energy's development (if realised) will require a new 400kV substation at Teesport to connect to the National Grid, which could also serve other power generators. The MGT Power Plant will require a new 275kV National Grid substation at Teesport.
- 2.66** Another developer, Forewind has recently agreed with NG for two new IGW connections in Teesside for the Dogger Bank Wind Farm. The two preferred convertor station sites are both located at Wilton. The two landfall sites are within the area between Marske and Redcar. Another two new IGW connections are

also likely to connect into, as yet, an undefined site in the Teesside area. If upgrades to the converter stations are required, this will be funded by the NG and the developers.

## **Gas**

- 2.67** National Grid (NG) owns and operates the high pressure gas transmission system in England. NG has a duty to develop and maintain the system and to respond to requests for new gas supplies.
- 2.68** The North and South Tees Industrial Development Framework<sup>(8)</sup> showed that there is excessive capacity of gas in Teesside as a result of a drop in consumption due to industrial closures and contractions. It is understood that since 2009, gas consumption levels has fallen further.
- 2.69** Generally, network improvements are as a result of overall demand growth rather than site specific developments. It is also the case that any capacity issues can only be addressed on a practical basis when detailed development proposals are available, and each enquiry will be assessed individually by NG.

## **Decentralised, Renewable and Low Carbon Energy**

- 2.70** One effective method of reducing greenhouse gas emissions is to use de-centralised energy schemes. An independent study in 2011 <sup>(9)</sup> concluded that district heating is a technically feasible option to deliver low carbon energy in the Tees Valley although a number of 'barriers' have to be addressed such as the large initial capital cost of installing large schemes.
- 2.71** Work has been undertaken to assess the feasibility of a district heating scheme. This project is being project managed by Redcar & Cleveland Borough Council on behalf of and funded through Tees Valley Unlimited under their Low /Zero Carbon programme. The main objectives of this scheme are to provide heat to public and private consumers at lower than market rates for gas or electricity, reduce carbon emissions and indirectly help businesses to be more competitive helping to safeguard jobs.
- 2.72** If commercially viable the Council could benefit directly to some degree from reduced energy costs in buildings that it owns/manages, as could schools/academies, subject to appropriate due diligence being undertaken prior to any contractual commitment. However, other larger public sector organisations such as James Cook Hospital in Middlesbrough could be more significant beneficiaries. The scheme also has the potential to connect to large commercial customers and to extend into Middlesbrough Town Centre as a much longer term aspiration although this will depend upon the success of the initial scheme.

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8 North and South Tees Industrial Development Framework (July 2009) PB

9 A District Heating Facility for the Tees Valley; Parsons Brinckerhoff on behalf of Tees Valley Unlimited (2011)

Table 5 Electricity and gas infrastructure

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery		Finance and Delivery	
Upgrade to electricity grid infrastructure	Planned infrastructure upgrades undertaken by National Grid	£5,000,000		Rolling programme		National Grid
South Tees District Heating Scheme	The South Tees District Heating scheme, which will take industrial heat from Wilton International and supply homes, local authority buildings and James Cook Hospital, is currently completing the final stages of scheme feasibility. This work will optimise and cost the route, detail supply arrangements, determine heat costs, secure commitments from users including draft Heads of Terms and develop the overall business model.	£21,579,563 (public and private sector investment)		2019-22		Initial feasibility investment: City Deal - £650,000 RCBC - £300,000 HNDU - £284,563 (secured)

## Telecommunications

### Broadband Internet

- 2.73** There is a good high speed broadband network serving the more densely populated areas in the conurbation and our main towns. Elsewhere coverage, particularly in rural areas and at some key business sites, is only slowly improving or is very poor.
- 2.74** A range of work is being carried out to address issues of poor coverage. Through the delivery of BT commercial roll-out, Government funding from Broadband Delivery UK funded improvements and potential future funding from the Rural Community Broadband Fund, the majority of the borough will have good broadband coverage by 2018.
- 2.75** The government have made a commitment to make national, superfast broadband (24-30Mb/s+) accessible to 90% of premises and basic broadband (2Mb/s) accessible to all other areas of the country. Broadband UK (BDUK) was set up specifically to oversee this work and allocate a national budget (for the UK) of £530m. The funding is targeted at areas whose connectivity is limited to a maximum of 2Mb/s.
- 2.76** Local authorities at the county and unitary level in England have the responsibility for taking forward projects to deliver improved broadband in their areas under the Government's rural broadband programme. To ensure broadband improvements are delivered in the North East, eight local authorities have joined forces to transform broadband speeds across County Durham, Gateshead, Sunderland and the Tees Valley (which includes Redcar and Cleveland) through a project called 'Digital Durham'. This group of authorities have agreed a deal with BT to deliver high-speed fibre broadband to around 94 per cent of premises by the end of 2016 and aims to provide a minimum of 2Mbps broadband speeds for all. The project builds on BT's commercial roll-out of fibre broadband, which is already making fibre broadband available in many locations.

### Telecommunications

- 2.77** Mobile internet is going to play an important role in providing broadband internet to the most remote rural communities, which in turn is an important aspect of supporting the economic growth of rural communities. By ensuring people and businesses in rural areas are able to connect reliably and quickly to the internet we can help them to overcome the physical boundaries that a remote or isolated location can create. New masts and the upgrading of existing ones to support new technologies will be required to improve coverage across the borough and to expand 4G services.
- 2.78** Mobile phone masts are constructed and maintained by the various mobile network operators. There is currently a Mobile Infrastructure Project being undertaken by BDUK, which is being managed nationally to provide funding to construct masts in areas which are not able to be commercially covered by mobile network operators.

Table 6 Telecommunications infrastructure

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
Broadband Improvement Project	The Council secured Broadband Delivery UK (BDUK) funds to meet the national goal of bringing access to fibre broadband (24 - 30Mb/s) to over 90% of premises in the Borough and at least 2MB/s to others by the end of 2016. Additional funds, available on a competitive basis, for more isolated, rural premises were secured in March 2014. It is anticipated that together this will provide access to fibre broadband for 93.8% of the Borough's premises and a minimum of 2MB/s for the remainder. Broadband Delivery UK (BDUK) has allocated additional public funding through the Superfast Extension Programme (SEP) to extend fibre broadband coverage to at least 95% of UK premises. Funding will need to be matched by local authorities and an additional contribution made by the successful contractor.	£1,850,000	Development Phase I Delivery Oct 14-Mar 16  Phase 2 Delivery April 2016 - Mar 2018	RCBC Capital Programme £560,000  BDUK £560,000  Service provider (BT) £480,000  RCBF £250,000
Telecommunications (broadband and telephone) to serve new developments	Suitable cabling and ducting to the nearest public highway that is capable of connecting to the telecommunication infrastructure and accepting fibre optic cabling for high speed broadband.	TBC	To be delivered in-line with development.	Telecommunications Operators  Site developers



## Healthcare

- 2.79** NHS South Tees Clinical Commissioning Group (CCG) is responsible for planning, designing and paying for a range of local NHS services. These services include planned and emergency hospital care, rehabilitation, most community services and mental health and learning disability services. Their plans for improving services to meet local demand is set out in their Health Services Plan<sup>(10)</sup>. The Council is now responsible for commissioning care and support services and has a new responsibility to protect and improve health and wellbeing by tackling challenges such as smoking, alcohol and drug misuse and obesity. The Council will work together with health and care providers, community groups and other agencies to achieve this.
- 2.80** One concern for health provision is the change in demographics and more elderly people needing care. However, this issue is being tackled by the National Health Service as it's a service issue rather than a need to provide new infrastructure.
- 2.81** The CCG's role is to develop Commissioning Strategies to set the direction for health service delivery in the area. They need to meet the needs of local people through providing for GPs, pharmacies, dental services, community services and secondary hospital care. This organisation is working closely with the Council and has provided information on their issues and actions. The main guiding principles for health service delivery are:
- Care closer to home;
  - Improving Choice;
  - Clinical Excellence
  - Reducing waiting times.
- 2.82** The ways in which these principles are being implemented include:
- The devolution of health services from main hospitals to local health centres; and
  - Increasing choice for General Practitioners (GPs) and patients to make decisions on where patients can attend to receive secondary treatment.
- 2.83** Many hospital services are now concentrated on the James Cook University Hospital (JCUH) site at Marton Road, Middlesbrough and there are three community hospitals in the borough in Redcar, Guisborough and Brotton. A major health facility has recently been completed in the Eston corridor as the first stage of a Health and Social Care Village, procured by means of a partnership with the private sector. The development comprises four existing GP's from the Eston area, accompanied by the provision of 'above practice' services as integral and complementary components. The site also includes the co-location of health and social care staff, and a library to improve access and delivery. These proposals have provided transport benefits by reducing the need for patients to travel to JCUH for some routine treatments. Consideration is also being given to the provision of residential and day care facilities for the elderly.

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<sup>10</sup> A Clear and Credible Plan for Commissioning Health Services for the Populations of Redcar and Cleveland and Middlesbrough 2012 - 2017

- 2.84** Access to the new health centre at Greater Eston has been considered in the context of the general increased activity of the new District Centre, to ensure local trips diverted from existing surgeries to the new development are facilitated. The site has the advantage of being located close to the junction of two main roads, each of which carries a range of bus services that access the surrounding neighbourhoods.
  
- 2.85** A similar integration of services has been achieved in Redcar through the relocation of the Stead Memorial Hospital. The new accessible hospital on West Dyke Road combines the previous services of the hospital with 4 GP practices from Redcar Health Centre and expanded services from JCUH. This is available to serve all residents, again enhancing local delivery and to reduce travel to JCUH. Services are also being maximised at the other two hospitals, in Guisborough and Brotton, and new premises have been provided for GPs in Skelton to improve service to patients. NHS evidence indicates that older people in East Cleveland would like to have more services delivered locally. The Council will seek to assist in achieving these benefits.
  
- 2.86** The CCG has recently confirmed the £4 million redevelopment of a new primary care centre on the Guisborough Hospital site. The CCG has worked closely with NHS Property Services and provider trusts such as South Tees Hospitals NHS Foundation Trust and Tees, Esk and Wear Valleys NHS Foundation Trust to develop plans for the site in the last two years.
  
- 2.87** If additional needs arise for healthcare facilities, the Council will work closely with health partners to ensure that provision is made. There is a national set formula which determines the funding associated with each patient registered with a medical practice and this funding moves as patients move practice, so as a patient list increases, so does the funding. As such, there are existing funding streams to cover the costs of any required increase in health infrastructure.

Table 7 Health infrastructure

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
Redevelopment of Guisborough Hospital	The former Priory ward building needs to be completely redeveloped, with the current building stripped to its shell and completely rebuilt to provide a modern, health care environment.	£4m	2018	NHS Property Services

## Leisure and community facilities

- 2.88** To facilitate the effective planning and management of provision in Redcar and Cleveland, the Council undertook an assessment of all leisure facilities in the Borough<sup>(11)</sup> and the<sup>(12)</sup>. These assessments provide an analysis of the borough's leisure needs and sets out recommendations to where improvements are required.
- 2.89** The main issue with leisure and community facilities in the borough is with the quality of existing facilities. For this reason, there are few plans to build any leisure or community facilities during the plan period to support new development. Investment will be directed instead towards improving existing facilities.
- 2.90** The balance of supply and demand for swimming in Redcar and Cleveland is good and will be maintained at its existing level. The majority of the new development sites in the Local Plan will be within walking distance of a pool. The Council and Tees Valley Leisure will focus on the improvement or replacement of existing facilities rather than providing new facilities.
- 2.91** The Council will actively pursue opportunities to deliver new and improved facilities for all sports at its recreational sites utilising grant funding made available through collaboration with Sports Governing bodies that operate in the borough.
- 2.92** The Council is responsible for delivering the library service across the borough. Unlike medical services, utilities or school places the service is not dependent on patronage based on where people live. Customers of libraries do not necessarily exclusively use a library close to their own homes and they may use a library near where they work or where they choose to shop. The level of service across the borough is kept under constant review, and there are currently no specific library deficits that exist within the borough.

11 The Redcar & Cleveland Leisure Needs Assessment (December 2007)

12 Redcar & Cleveland Borough Council Leisure Provision Strategy (September 2011)

Table 8 Leisure and community facilities

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery		Finance and Delivery	
Improving Community Services & Facilities	Working with partners this project will focus on improving community services and meeting places within Greater Eston. A review of existing buildings and facilities will be undertaken to assess priority needs and delivery of improvements. This will be undertaken in conjunction with a public health review of assets and resources within South Bank and Grangetown currently in progress to determine priority needs and delivery of improvements.	£385,000	2016-20		RCBC - £285,000 Private - £100,000	
Community Arts Facility Guisborough	The Council has committed funding to provide a performance space at Laurence Jackson School, Guisborough. The school is being re-built under the Priority Schools Building Programme. The performance space will be provided with suitable equipment to create a community arts venue for Guisborough, which will be managed by the school.	£200,000	2016-17		Priority Schools Investment	
Community Chest Scheme	The objective of this scheme is to provide access to funds for communities to deliver projects that have a positive impact on the wider community. By developing new schemes and taking local responsibility for projects communities would be helped to improve local infrastructure, create new facilities and support local services.	£172,000	2016-2019		Community grants - £120,000 RCBC Capital Programme - £52,000	
Guisborough Leisure Centre	Extension to Guisborough Leisure Centre to support new development. Developer contributions have been secured.	£250,000	2017-18		RCBC Capital Programme Developers	
Investigating Leisure Opportunities in Coatham	Assessment of opportunity to develop an extreme/Adventure Sports facility.	£2,000,000 for initial investigation works	2018-2025		Private developer	

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
Guisborough Town Hall Redevelopment	Purchase and investigate options for the redevelopment of the building. Members and the public will be consulted on options for the building prior to detailed design work being commissioned.	£2,000,000	2017-18	RCBC Capital Programme
South Bank Mosque Community Facility	Provision of a new mosque	£250,000	2017-18	RCBC Capital Programme

## Open space and public realm

- 2.93** It will be important that new public open spaces (including children's play areas) are provided within major new developments and that existing spaces are improved to enable the sustainable provision of attractive, safe and well-used open spaces which can meet local needs across the borough. In practise this will involve achieving an appropriate balance between supply and quality as the higher the supply of open space means that resources to maintain and improve open spaces become more stretched.
- 2.94** Additional open space will be provided as part of major new development unless it can be demonstrated that the proposed development meets the minimum accessibility and quantitative standards, in which case a financial contribution to improve existing facilities will apply. Where all of the development falls within the catchment of an open space, the total provision falling within the catchment meets the quantitative requirement and that supply includes amenity space equipped play areas and teenage provision (including playing fields), then the criteria would be met and as such no additional space would be required and financial contributions to improve existing spaces will be sought. In practise, larger greenfield sites on the edge of settlements are less likely to meet the above criteria than sites integral to an urban area and as such new on-site provision would normally be required. In some cases however it may be practical or in the wider community interest to meet some requirements through off-site provision or a financial contribution.
- 2.95** There are no major concerns regarding the provision of open space within the borough to support the Local Plan. Our towns and villages have a large range of diverse and high quality public open spaces. Where local deficits do arise, these will likely need to be addressed through developer contributions – particularly if such contributions will be required as part of mitigation measures due to development having an adverse impact upon an existing open space.
- 2.96** The Council has updated the Open Space Assessment<sup>(13)</sup> to provide an updated review of public open spaces. This study indicates that in the majority of areas supply meets minimum requirements but there are some gaps in provision. The assessment has also identified enhancement potential on the majority of existing spaces. At site level, the assessment has also found that most spaces have scope for quality improvements.
- 2.97** The Tees Valley Green Infrastructure Strategy sets out the strategy for improving green infrastructure and natural areas for the Tees Valley. The Strategy has two over-arching priorities. The first is the protection and, where appropriate, enhancement of the critical elements of the existing green infrastructure resource within the conurbation and main towns and settlements. The second is developing and extending where necessary the existing elements of green infrastructure into a multi-functional network that links existing and proposed new green spaces. This includes woodland extension and restoration, increased biodiversity and developing the network of greenways throughout the borough and beyond.

- 2.98** The Council will also work with organisations such as the Tees Valley Wildlife Trust and Natural England to secure the necessary funding to make improvements to open space and green infrastructure throughout the borough where possible.

### Playing pitches

- 2.99** Where new development takes place, it is important that sufficient sports facilities are provided to ensure that those living in the developments have access to such facilities for recreation and exercise. The Council plans to deliver improvements to pitch sites which are rated as average quality or below where the funds are available. This will assist in increasing the capacity of sites across the borough. The Playing Pitch Strategy <sup>(14)</sup> is a strategic framework for the maintenance and improvement of existing outdoor sports pitches and ancillary facilities between 2015 and 2037, in line with population projections. Where there is an identified need for new outdoor sports facilities to provide for new development, developer contributions may be required to fund these facilities. Any need for new facilities is likely to be as a result of the larger strategic sites rather than the smaller sites and development viability will be taken into account prior to seeking contributions.

### Allotments

- 2.100** Under the Smallholdings and Allotments Act 1908, local authorities are required to provide allotments where there is an identified demand, and under the 1925 Allotments Act local authority-owned sites can be declared statutory, which provides a layer of legal protection against disposal for other uses. Sites in other ownerships do not benefit from this designation. Updating information from a 2004 survey, a broad 2015-based estimate indicates the borough contains 85 areas of current or former allotment land with potential for approximately 3,075 plots. The National Society of Allotment and Leisure Gardeners (NSALG) suggests a national standard of 20 allotments of 250m<sup>2</sup> per 1,000 households, which is equivalent to 0.5ha per '000 households. Based on this indicative national standard and on 2011 Census household estimates, the number of plots required in the Borough would be 271, far less than the estimated 3,075.
- 2.101** Even though there are no plans to increase the number of allotments in the borough, the Council will support any community requests to provide new or improve existing allotments where this is feasible. Any new or improvements to existing allotments are expected to be funded through grant funding such as National Lottery community grants rather than developer contributions or council funds.
- 2.102** There may be opportunities to incorporate new community allotments within new developments where there is demand from potential residents. For example, where housing is provided for elderly people, the provision of small allotments may be beneficial for the health of residents.

### Burial Grounds

- 2.103** Burial grounds, comprising cemeteries and churchyards, have recreational, amenity and environmental value which complements the wider open space offer but unlike generic spaces these sites are not subject to minimum provision standards and

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14 Redcar & Cleveland Playing Pitch Strategy (Knight Kavanagh & Page, May 2015)



unlike some natural and civic spaces the scope for change and diversification is strictly limited. The need for burial space at cemeteries is monitored directly through demand for burial plots and municipal sites are maintained and secured accordingly to support the formal burial function and enable memorial visits. There are currently no plans to provide additional burial ground space to support the Local Plan.

Table 9 Open space and public realm

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
Open space within new developments	Landscaping and informal open space within new developments.	TBC	To be delivered in-line with development.	Developer contributions
Play and recreation space	Age appropriate equipped play and recreation areas maximising opportunities for incorporation of natural play features where appropriate.	TBC	To be delivered in-line with development.	Developer Contributions RCBC Capital Programme
Playing pitches	Enhancements to / additional provision of playing pitches which could include: - Improving capacity of existing pitches through drainage works - Providing additional grass pitches - Providing or improving changing facilities	TBC	To be delivered in-line with development.	Developer Contributions RCBC Capital Programme
Access to Flatts Lane Country Park	To provide improved access to Flatts Lane Country Park and improving footpaths within the Park.	£60,000	To be delivered in-line with development.	Developer Contributions
Skelton Townscape Heritage	Public realm improvements. Heritage Lottery Fund (HLF) is funding the development phase until March/ April 2016. HLF will	£1,300,000	2017-18	Heritage Lottery Fund

Project/Programme	What is required?	Capital Value (estimate)	Timetable for Delivery	Finance and Delivery
	make a decision on a business plan in summer 2016 – if successful a £1m, 3-4yr regeneration scheme would ensue.			
Improvements to Redcar Town Centre	Investigate options for the improvement of Redcar Town Centre. To be informed by Redcar/Coatham CCT	£1,000,000	2017-18	RCBC Capital Programme
Guisborough Skate Park	To provide new skate park in Guisborough.	£100,000	2017-18	RCBC Capital Programme Developers (Guisborough)
Coastal Path	Groundwork Coastal Path from the Cleveland Way	£3,000,000	2017-18	RCBC Capital Programme

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



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