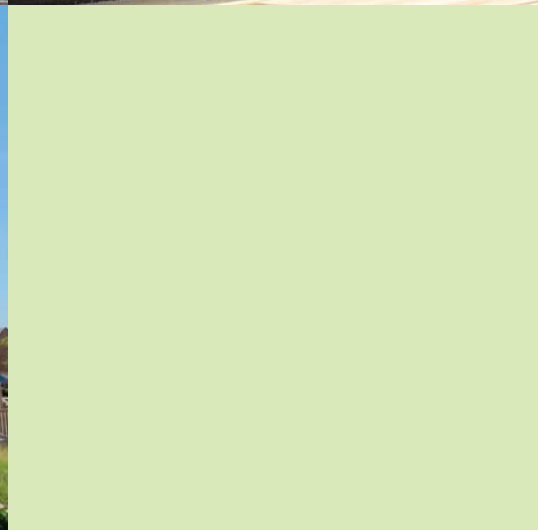
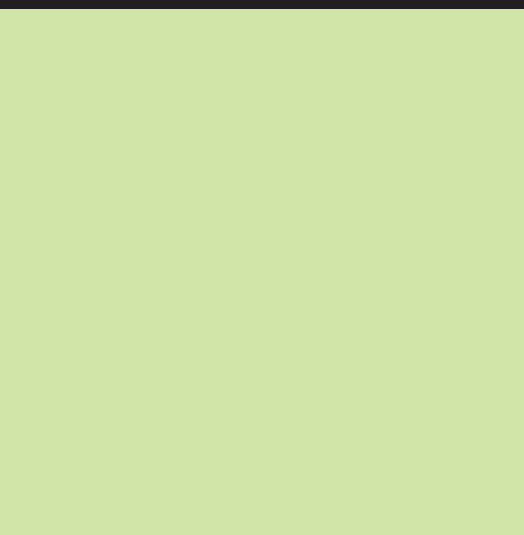




Redcar & Cleveland

Authority's Monitoring Report 2014-2015



this is Redcar & Cleveland

Contents

1.0	Introduction	1
	- What is the Authority's Monitoring Report (AMR)?	1
	- Why monitor?	1
	- How is the report structured?	2
	- Further information	2
2.0	A place called Redcar and Cleveland	3
3.0	Monitoring plan making	6
	- Have there been any significant changes to national planning policy?	6
	- What progress has been made on the Local Development Plan?	6
4.0	Economic development	11
5.0	Housing	19
6.0	Transport and community infrastructure	29
7.0	Environmental quality	33



1.1 What is the Authority's Monitoring Report?

The Authority's Monitoring Report (AMR) is part of the Redcar & Cleveland Local Development Plan (LDP). Its key purpose is to assess the progress made in preparing the LDP, the effectiveness of LDP policies and to make any recommendations on where policy changes should be made.

The requirement to prepare the Authority's Monitoring Report replaced the requirement to prepare the LDF Annual Monitoring Report in 2012, following a change in legislation introduced by the Localism Act (2011). This AMR covers the period 1st April 2014 to 31st March 2015 and also includes anything significant which has happened since this monitoring period.

1.2 Why do we need to monitor?

Monitoring is a vital process of plan and policy making. It reports on what is happening now and what may happen in the future. These trends are assessed against existing policies and targets to determine whether or not current policies are performing as expected, ensuring that the LDP continues to contribute to the attractiveness and functionality of Redcar and Cleveland as a place to live, work, invest and visit.

In 2004, a new system of development planning was introduced with the enactment of the Planning and Compulsory Purchase Act 2004 (as amended). Section 35 of the Act required Local Planning Authorities to prepare an AMR every year and submit the report to Secretary of State by the end of each year.

The Localism Act 2011 removed the requirement for the Council to submit an AMR to the Secretary of State, but still requires the Council to prepare an annual report to monitor the Council's progress in preparing its Local Development Plan and review the adopted policies contained within it. Under the provisions of the Act, the Council must make their monitoring report available to the public.



1.3 How is the report structured?

The report uses seven themes to assess the performance of planning policies and targets. Each theme summarises the key policy outcomes and targets together with a selection of performance indicators and findings during the review year 2014-2015. We have based this report on the main objectives of the adopted plan, rather than attempting to monitor every policy.

Chapter 2: A Place Called Redcar and Cleveland

This chapter sets out the social, environmental and economic characteristics, as well as the key issues in respect of the Local Authority's planning area.

Chapter 3: Monitoring Plan Making

This chapter provides a broad overview of any changes in national planning policy and monitors the progress made in meeting the targets and milestones established in the Local Development Scheme and the need for any new documents to be introduced. It also gives an indication of any adjustments that will be required to the LDS timetable.

Chapters 4-7 of the AMR set out key monitoring data and indicator performance for each of the four monitoring topics.

- **Chapter 4: Economic Development**
- **Chapter 5: Housing**
- **Chapter 6: Transport and Community Infrastructure**
- **Chapter 7: Environmental Quality**

1.4 Further Information

The AMR is available to view at Redcar & Cleveland House, Redcar and on the Council's website - www.redcar-cleveland.gov.uk/localplan.

For further information please contact a member of the Strategic Planning Team at:

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Redcar and Cleveland is a borough of particular contrast and diversity. Situated to the south of the River Tees, it is the southernmost borough in the North East region. Geographically, it is the largest borough within the Tees Valley, covering nearly 25,000 hectares. The borough stretches from the River Tees to Cowbar, north of Staithes and extends into the North York Moors National Park. This Authority's Monitoring Report only refers to the area outside of the national park, as the National Park Authority is the local planning authority for development within the park.

2.1 People

In May 2014, the Office for National Statistics (ONS) published its 2012 based sub-national population projections. Based on these projections, in 2015 the borough has a population of 134,700. The projections indicated that, based on a continuation of existing trends, the population of the borough would slightly decrease to 134,300 by 2037. The figures also project a significant increase in the retired population and significant decrease in the working age population during this period. Using this information, in February 2015 the ONS published its 2012 based sub-national household projections. These indicated that, based on a continuation of existing trends, an additional 1,969 households were expected to form within the borough between 2015 and 2032, resulting in an increase in the number of households from 60,294 households in 2015 to 62,263 households by 2032. It should be noted however that the level of household growth predicted over this period is lower than previous projections.

The population of the borough is mostly white, with a non-white population of 1.4% (Census 2011), although the proportion of ethnic minorities has been slowly increasing in recent years. A recent report published by Tees Valley Unlimited indicated that whilst continuing to increase in recent years, the proportion of the Borough's registered electorate which were non-UK nationals was still only 0.5% by December 2014, with the highest proportions being located within the Grangetown (1.7%) and Saltburn (1.2%) wards. The population is split between the main urban conurbation of Redcar and Greater Eston, and the smaller commuter towns, rural villages and coastal settlements of East Cleveland and Guisborough.

The global economic downturn and slow recovery has meant that some communities are facing significant challenges. Our most deprived communities are predominantly located within the conurbation areas of Redcar and Greater Eston, although pockets of deprivation can also be found within the rural communities of East Cleveland. Despite these challenges, the latest figures for the Index of Multiple Deprivation (IMD) 2015, show a slight improvement in the rank of average score at 49, compared with 48 in 2010 and 46 in 2007.

2.2 Place

The borough is rich in both natural assets and a proud industrial heritage. The borough has a varied landscape, ranging from alluvial plain through to higher land in the moors and the Eston Hills, and is bordered by a coast of sandy bays and dramatic cliffs, where along a stretch of Heritage Coast of over 12km length. The Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, a site of European importance for birds, also includes several sites of national importance.

There are twenty three square miles of North York Moors National Park within the borough¹, itself designated for its European and national importance for wildlife and habitat. Approximately 90% of the borough's land area is dominated by agriculture, which is in sharp contrast to the industrial landscape along the south bank of the River Tees.

The borough's heritage assets (outside of the North York Moors National Park) include a wide variety of sites and buildings; in total there are 567 listed heritage assets in the borough including 520 Listed Buildings, 30 Scheduled Monuments, 1 Historic Park and Garden and 15 Conservation Areas.

2.3 Economy

The borough houses a world-class economic powerhouse at South Tees, alongside high quality agricultural land and a National Park and Heritage Coast that provides the basis for a visitor economy.

The traditional employment base of Redcar and Cleveland has been manufacturing based on steel, chemicals and heavy engineering. However, over recent years there has been a decline in these industries which has impacted upon many communities in the borough and resulted in local unemployment rates rising sharply from 3,201 official claimants in March 2008, reaching a peak of 5,992 official claimants in January 2013. Since then the number of official claimants within the borough has declined dramatically to 2,923 by May 2015. This represents 3.5% of the working age population of the borough, which is comparable with levels last seen in late 2007. However, the proportion of the working age population who are recorded as official claimants, still remains above the regional and national averages.

The global recession has highlighted major flaws in the borough's economy, most notably its reliance on a few large employers and on external markets for products of steel and petrochemical processes. In October 2015, the Redcar Steelworks ceased production following the liquidation of SSI UK, with the loss of over 2,000 jobs. A task force has been set up to ensure that the impact on workers, local businesses and the wider community is reduced as far as possible by delivering a programme of tailored support. The Council is also putting in place a long term framework for economic development in the form of the Growth Strategy and the Regeneration Masterplan, which will be revised and updated to reflect changes in the economic outlook.

¹ Please note that the North York Moors National Park Authority act as the Local Planning Authority for the part of the borough which falls inside the national park, and as such, any development within the national park is not covered by this AMR.

2.4 Climate

The geography and rural nature of a significant part of the borough combined with an ageing population, pockets of disadvantage and isolated communities, results in a degree of vulnerability when incidences of severe weather are experienced. Having a good understanding of vulnerability to our climate, both now and in the future, is the key to resilient communities. Although individual weather events cannot be directly attributed to climate change, we know the kinds of impacts we may face because we have some experience of them already.

A partnership with the Met Office examining historical weather data has led to a much greater understanding of local trends in temperature, rainfall, wind speed and snowfall with interesting results obtained. Since 1961 there has been an observed average increase of 0.5°C in summer (April-September) and 0.3°C in winter. Summer rainfall has remained static over the last 50 years however winter rainfall has doubled since 1961, with over 80mm received during October and March. The analysis of local weather data is in line with Defra's UK Climate Projections and demonstrates that we are experiencing on average hotter, drier summers, while winters are becoming milder and wetter. There are, however, sometimes discrepancies from these general trends, with 2012 being registered as the second wettest year in the UK since records began back in 1910.



3.1 What significant changes have happened to the national planning system?

National Planning Policy for Waste

In October 2014 the Government published its National Planning Policy for Waste. The policy sets out detailed waste policies that should be taken into consideration when preparing policies for waste in Local Plans and when determining planning applications for waste development. The policy seeks to establish a more sustainable and efficient approach to resource use and management.

National Planning Practice Guidance for Wind Turbines

In June 2015 a Written Ministerial Statement stated that, subject to transitional arrangements, when considering applications for wind turbines, local planning authorities should only grant permission if the development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood plan; and following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing. Whether the proposal has the backing of the affected local community is a planning judgement for the local planning authority. National Planning Practice Guidance has been updated to reflect this announcement.

Planning and travellers: proposed changes to planning policy and guidance

In September 2014, the Government published for consultation proposed changes to its planning policy for traveller sites.

The proposals would involve a change in the definition of travellers to exclude those who no longer travel permanently, greater protection for sensitive areas and the greenbelt from traveller sites, giving weight against the unauthorised occupation of land in the decision making process, and allowing for local authorities to not meet their objectively assessed needs in full where there are exceptional circumstances present.

The Government has yet to publish the outcomes of the consultation or implement any of the proposals made.

3.2 What progress has been made on the Local Plan?

The Local Development Scheme (LDS) is a vital component to the successful management of the Local Development Plan as it sets out the Council's timetable for the preparation of its Local Plan.

In July 2014, the Publication Local Plan was not approved by the Borough Council. In light of this, we have reviewed and updated the LDS to set out a new timetable for the preparation of the Local Plan.

Performance is measured against the LDS that was published in February 2015. This revision was necessary to ensure that Local Plan consultations did not coincide with the Local Elections which took place in May 2015.

The table below indicates the progress made between 1 April 2014 and 31 December 2015 against the timetable set out within the LDS (February 2015). The performance of each milestone has been rated as follows:

- Excellent - Indicates that the milestone has been reached, or has not been delayed by more than three months
- Fair - Indicates that the milestone was not met, and that progress has been delayed by more than three but not more than six months.
- Poor - Indicates that the milestone was not met, and that progress has been delayed by more than six months.

LDS target by December 2015	What was achieved by December 2015	Delay	Rating
Authority's Monitoring Report: Completion	Completed	None	Excellent
Local Plan	Scoping Report: Consultation took place in July 2015	None	Excellent

Statement of Community Involvement

In order to take account of revisions to the Planning Regulations brought about by the Government's changes to the planning system, it has been necessary to update the Council's Statement of Community Involvement (SCI) to ensure that it is consistent with the Town and Country Planning (Local Planning) (England) Regulations 2012.

The updated SCI was published by the Council in July 2014 following approval by Borough Council.

Supplementary Planning Documents

The Council has prepared a number of Supplementary Planning Documents (SPDs) to provide detailed guidance on how the Council will deal with applications for particular types of development. The LDS no longer sets out timescales for the preparation of SPDs. However, an update is provided below on the SPDs which have been produced within the last year:

Developer Contributions SPD

The Developer Contributions SPD provides detailed guidance to developers on how and when the Council will seek to secure financial contributions to provide improved community infrastructure to support proposed development.

We consulted on the draft Developer Contributions SPD in June/July 2014 and it was adopted by the Council in December 2014.

Background Studies

Since the last AMR, there have been various background studies completed to support the production of the Local Plan. Studies completed include:

**Redcar & Cleveland Five Year Housing Land Supply Assessment
2015/16 – 2019/20 (December 2015)**

**Redcar & Cleveland Gypsy and Traveller Accommodation Assessment
(August 2015)**

**Redcar & Cleveland Renewable and Low Carbon Energy Study
(July 2015)**

**Redcar & Cleveland Playing Pitch Strategy
(May 2015)**



3.3 Kirkleatham Business Park Estate Local Development Order

Land and buildings at Kirkleatham Business Park were included within the Tees Valley Enterprise Zone. In order to help encourage investment in the enterprise zone target sectors (chemical, biotechnology, renewable energy, advanced engineering/manufacturing), a Local Development Order (LDO) was established for the enterprise zone sites within the business park to permit most types of development which fell within the target sectors.

The LDO was adopted in April 2012, but was originally time-limited with an expiry date of April 2015. In order to continue to encourage new businesses to the business park, the Council decided to extend the time period of the LDO in March 2015. The LDO is now not due to expire until 31st March 2018.

3.4 Local Wildlife Sites and Local Geological Sites

In October 2011, the Council approved the schedule of Local Sites (Local Wildlife Sites and Local Geological Sites) within Redcar and Cleveland. Since then, we have continued to identify additional sites that meet the agreed selection criteria through the Tees Valley Local Sites Partnership. A working group of the Tees Valley Nature Partnership it includes representatives of the Tees Valley Local Authorities, and other bodies involved in nature conservation in the Tees Valley. The Tees Valley RIGS (Regionally Important Geological Sites) group has also advised the Local Sites Partnership on the selection and management of Local Geological Sites.

In March 2015, the Council approved an update to the schedule of Local Sites which included fourteen new Local Wildlife Sites, one new Local Geological Site and an amendment to the boundary of one of the existing Local Geological Sites.

3.5 Duty to Cooperate

The Council has a long established working relationship with neighbouring authorities on strategic and cross boundary issues. Regular meetings are held between officers of the Tees Valley authorities to discuss cross boundary and strategic issues and identify areas of work to be prepared jointly between the authorities.

Recent examples of studies which have been prepared jointly between Redcar & Cleveland Borough Council and its neighbouring authorities include:

- Whole Plan Viability Testing Study – prepared jointly with Middlesbrough Borough Council;
- Affordable Housing Offsite Contributions Study – prepared jointly with Middlesbrough Borough Council; and
- Strategic housing sites model assessment report – prepared jointly with Middlesbrough Borough Council.

Where necessary, the Council has also worked in partnership with neighbouring authorities to prepare Local Development Documents covering cross boundary issues. This includes the Tees Valley Joint Minerals and Waste DPDs which were adopted in September 2011. The Tees Valley authorities, in consultation with neighbouring mineral planning authorities, have also been working together to produce a Tees Valley Local Aggregates Assessment.

With regard to the preparation of the new Local Plan, the Council expects to have ongoing and regular dialogue with neighbouring authorities on cross boundary planning issues during the preparation of the new Local Plan. A duty to cooperate statement will be published alongside the Local Plan to detail how the Council has met its duty to cooperate on the preparation of its Local Plan and updates will be provided through the AMR on an annual basis to outline how the Council is meeting its duty to cooperate.

3.6 Development Management Performance

Performance on major applications from April 2014 to March 2015 was 88.57% of applications determined within 13/16 weeks. This is above the Council's 60% target and the DCLG performance threshold of 40%. 80.86% of minor applications were determined in 8 weeks, slightly below the target of 85% and 85.42% of other applications were determined within 8 weeks, again slightly below the Council's target of 90%. This reflects the priority of processing major applications in light of the DCLG performance regime.

Next Steps

- The Council will seek to prepare the Local Plan in accordance with the timetable set out in its latest Local Development Scheme which was published in February 2015.

4. Economic Development

Indicator Number	Indicator	Output	Trend
ED1	Amount of available employment land	533.4ha	Down
ED2	Employment land developed	1.55ha	Down
ED3	Total employment floorspace developed (by use class)	B1: 5,900m ² B2: 3,178m ² B8: 880m ²	Up Down Down
ED3	Percentage of vacant floorspace within town and district centres (town centre uses only)	9.5%	Up
ED4	Percentage of town centre units in poor/very poor condition (town centre uses only)	7.8%	Up
ED5	In-centre floorspace permitted/developed (gross)	Permitted: 542m ² Developed: 6,879m ²	Up Up
ED6	Out of centre floorspace permitted/developed (gross)	Permitted: 3,290m ² Developed: 1,111m ²	Up Down
ED7	Number of tourism/leisure facilities permitted/developed	Permitted: 16 Developed: 17	Up Up

This section aims to evaluate the Council's performance against its economic development policies. Economic development involves any development which creates jobs and wealth and includes business, industrial, town centre, leisure and tourist development. The following analysis includes a broad range of indicators to show the amount of economic development within the borough within the last year, together with an assessment of the vitality and viability of the town and district centres.

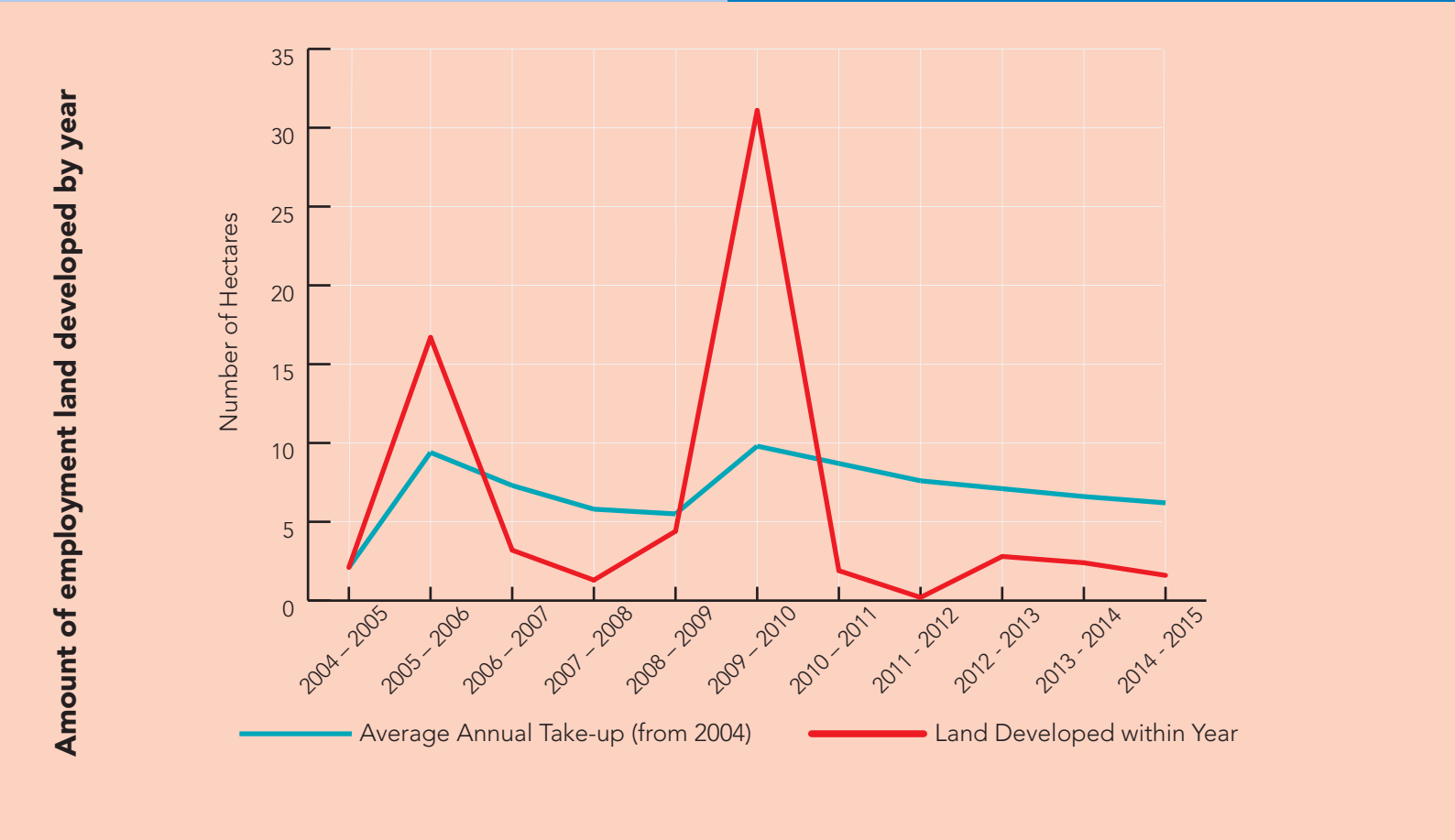
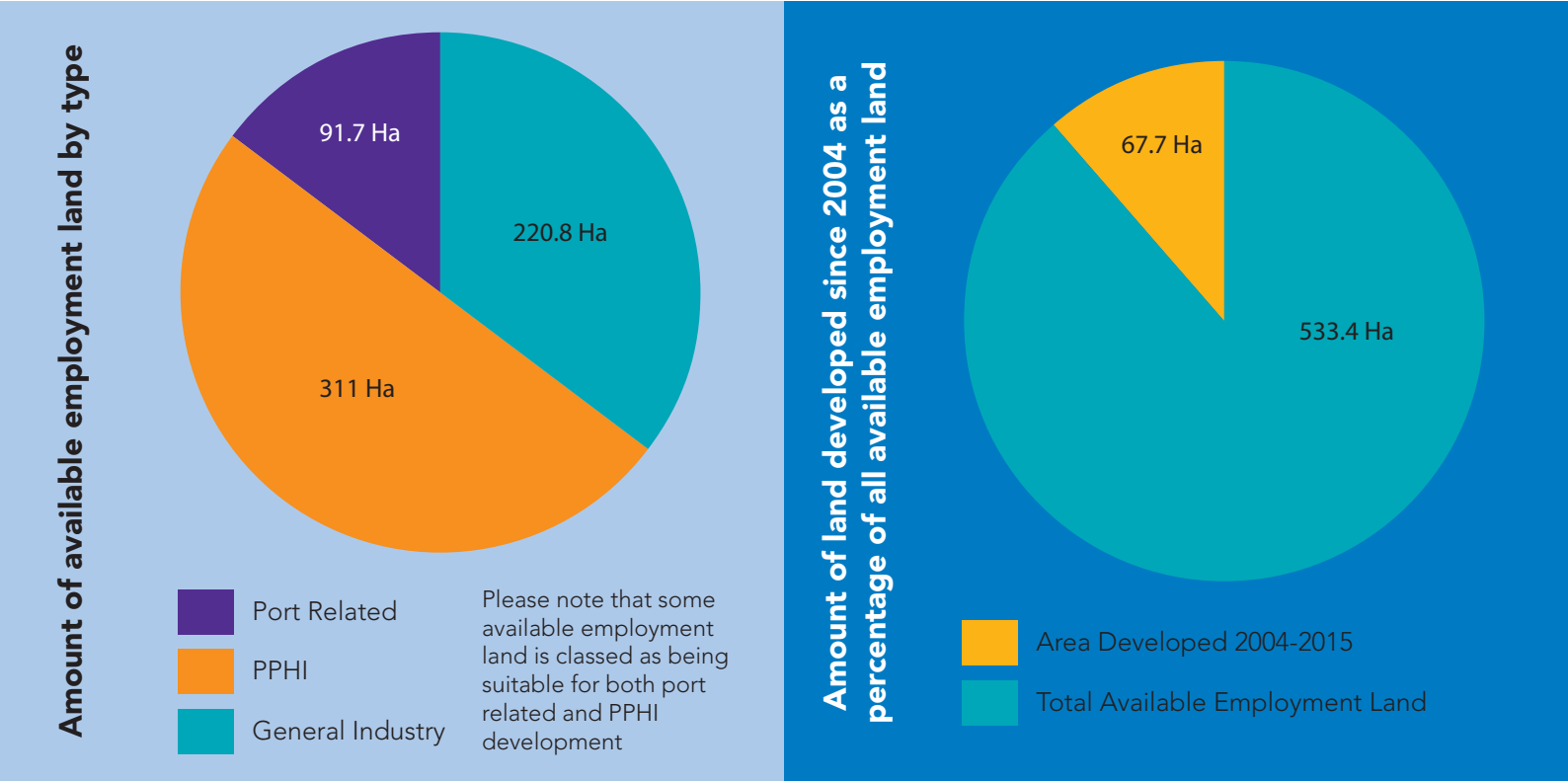
4.1 Employment Land

Within the year 1.55 hectares of safeguarded employment land was taken up for employment development, which is lower than the 2.39 hectares of employment land which was developed in the previous year. There has also been a decrease in the total amount of employment floorspace provided when compared to the previous year for all types of industrial and business use, with the exception of Use Class B1 floorspace which increased significantly from 1,056m² to 5,700m².

There were a total of 12 developments providing industrial and business floorspace which were completed within the year, which represents a 50% increase on the number of schemes completed in the previous year. The most significant completions within the year included the Redcar & Cleveland Leisure and Community Heart which includes 4,722m² of office floorspace and a new Poly Ethylene Terephthalate (PET) plant which was completed at Wilton International and provides 2,000m² of floorspace. There were also completions at the South Tees Business Parks, Wilton International, Warrenby Industrial Estate and Skelton Industrial Estate.

Over 530 hectares of employment land remains available for development within the borough, although just over 220 hectares of this is suitable for general industrial use. The remainder is safeguarded for port, chemical and steel related industries.

In October 2015, the Redcar Steelworks ceased production following the liquidation of SSI UK. The Council will work with stakeholders to support those affected by the closure and the future use of the site.



4.2 Town, District and Local Centres

Through the adopted development plan, the Council seeks to improve and protect the vitality and viability of its designated centres. Despite this, the amount of vacant floorspace within the borough's designated town and district centres increased within the year from 9.3% in 2014 to 9.5% in 2015. In addition, the number of units considered to be in a poor or very poor condition also increased within the year from 6.5% in 2014 to 7.8% in 2015. Whilst these increases are unwelcome, the annual increase in the amount of vacant floorspace was relatively small in comparison to that recorded within the previous year. In addition, the vacancy rate still compares favourably to the national average vacancy rate for retail and leisure units of 11.7%, and demonstrates that the borough's centres are continuing to stay resilient to increasing competition from out of centre retail destinations and online retailing.

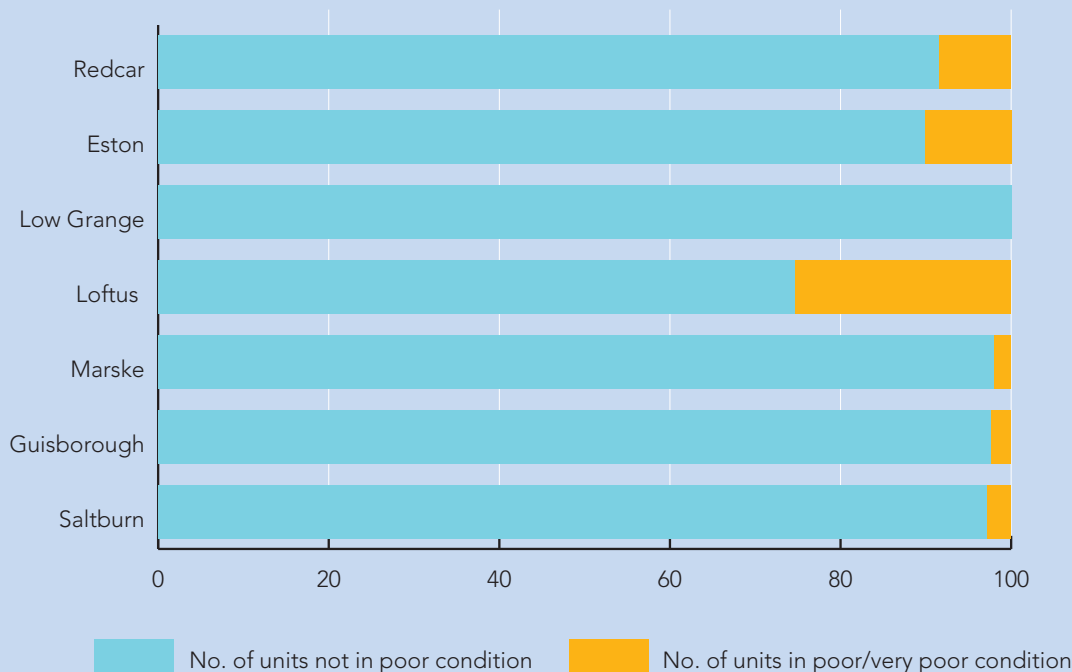
Despite the overall increase in the amount of vacant floorspace within the borough, there was a mixed picture across the designated centres, with the number of vacant units reducing in Guisborough and Loftus district centres within the year, but the number of vacancies increasing in Redcar, Marske and Saltburn centres. The main changes recorded within the year were a 2.7% reduction in the number of vacant units at Loftus district centre and a 2.2% increase in the number of vacant units at Marske district centre. It should be recognised however, that as the number of units contained within some of the smaller centres is relatively small, relatively minor changes can significantly distort the figures. For example, at Marske district centre only two additional units became vacant within the year, taking the overall number of vacant units within the centre to just four. However, due to the relatively small number of units within the centre, this resulted in a notable percentage increase.

With regard to the overall quality of the borough's centres, there was an increase in the number of units considered to be in poor or very poor condition in all of the designated town and district centres within the year, with the exception of Guisborough and Low Grange centres which experienced no change. The greatest increase in the number of poor or very poor units was in Eston and Saltburn district centres, which experienced 5.1% and 2.9% increases respectively. The Council is committed to improving the overall appearance of the borough's centres and will seek to address this through its regeneration programme, taking account of the good design guidance set out within the adopted Shop Fronts and Advertisements SPD.

Loftus continues to be the most poorly performing centre in the borough with a vacancy rate of 27% and the proportion of units considered to be in a poor or very poor condition now reaching over 25%. The Council recognises that urgent action needs to be taken to address this decline and is seeking to address this through the emerging Local Plan and the Council's regeneration programme. Improvements to Eston district centre have also been identified as a priority for the Council.

Within the year 6,879m² of floorspace was completed within the borough's centres for main town centre uses. This is a huge increase on the 547m² completed in the previous year. This significant increase is largely as a result of the Redcar & Cleveland Leisure and Community Heart development, which was completed in April 2014.

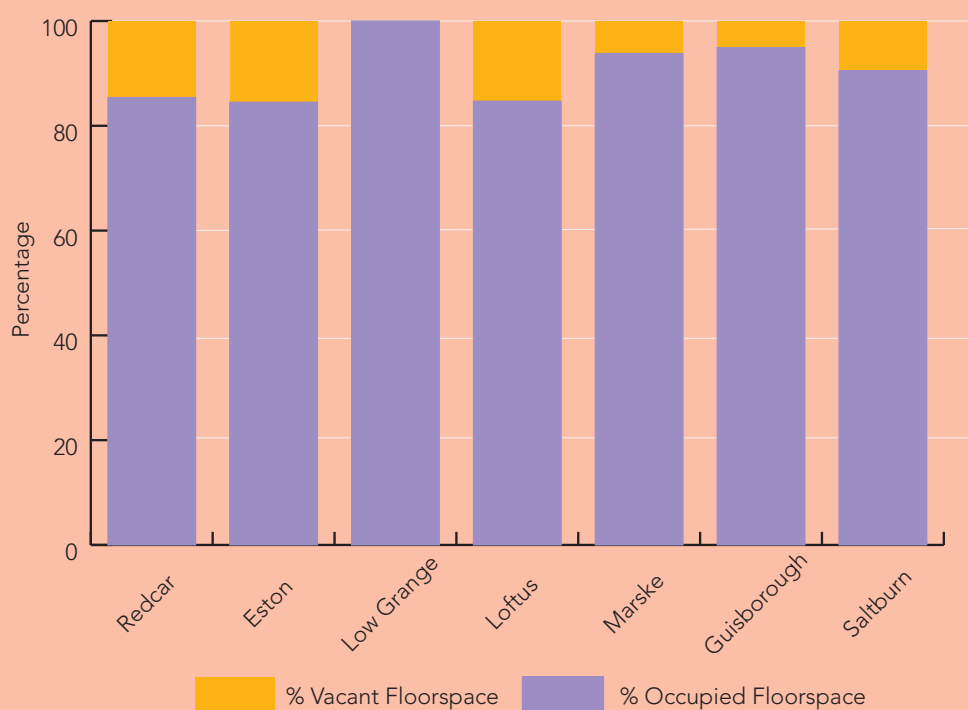
Percentage of floorspace in poor or very poor condition within town and district centres (Town Centre Uses only)



There was a total of 1,111m² of floorspace completed for main town centre uses in out-of-centre locations within the year. This represents a significant decrease from the figure recorded for 2014 and is also significantly lower than the amount of floorspace completed within existing centres. This is positive news, which demonstrates that the Council is successfully prioritising the development of main town centre uses within designated centres.

Another notable completion within the year was the subdivision and conversion of the former Focus DIY unit at Cleveland Gate Business Park, Guisborough into two smaller retail units. These works were completed in September 2014 and are now occupied by Aldi and Iceland.

Percentage of vacant floorspace as a proportion of total floorspace for town and district centres (Town Centre Uses only)

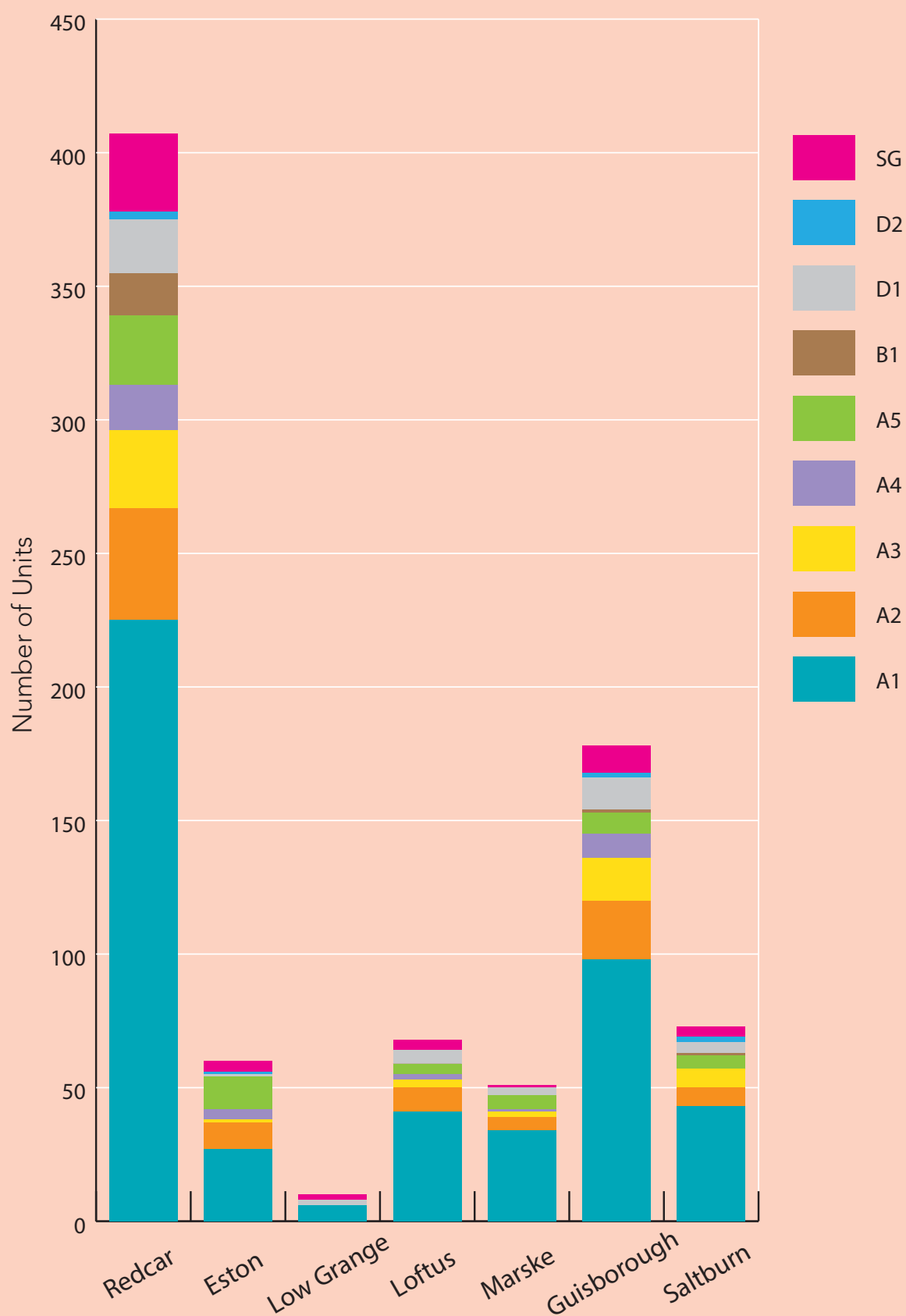


With regard to planning permissions granted for main town centre uses within the year, over 3,000m² of floorspace was permitted for out-of-centre development, with just over 500m² being permitted for in-centre floorspace. This is largely attributable to planning permission being granted for a new 1,486m² Aldi supermarket on land at Skelton Industrial Estate extension. In accordance with Policy CS18, permissions for main town centre uses in out-of-centre locations have only been granted where the sequential assessment test has been satisfactorily met.

In July 2008 the Council adopted its interim hot food takeaway policy in order to protect the vitality and viability of the borough's town, district and local centres from an over proliferation of hot food takeaways. The policy indicates that there should be no more than 5% hot food takeaways within each centre when measured as a proportion of all commercial units within the centre. Most of the borough's centres currently exceed this threshold, with the exception of Low Grange Farm and Guisborough district centres. Since its adoption, the policy has generally been successful in ensuring that there has been no significant increase in the number of hot food takeaways within each of the borough's centres. Within the year three planning applications were determined for new hot food takeaways within the borough's centres. Two of these applications were refused planning permission, however one was granted planning permission by the Council's Regulatory Committee. One of these refused planning applications has since been the subject of a planning appeal, with the Inspector dismissing the appeal and upholding the Council's decision to refuse the application.



Number of units within each centre by Use (Town Centre Uses only)



4.3 Leisure and Tourism

Within the year there were a total of seventeen leisure and tourism schemes completed, which is a notable increase on the twelve schemes completed in the previous year.

The most significant completion within the year was the new £31m Redcar & Cleveland Leisure and Community Heart facility which was opened in April 2014. The building includes a new leisure centre which provides a 25 metre swimming pool, training and leisure pool, dance hall, fitness suite, gymnasium and sports hall. The building also includes business space and community facilities, including a new debating chamber for the Council.

Other completions within the year included the change of use of a former toy shop to a gym at Guisborough; extensions to the clubhouse at Cleveland Golf Club, Redcar; the change of use of agricultural land to a livery at Dunsdale; and the completion of the Redcar Faces art installation at Redcar Central Train Station.

There were also another sixteen leisure and tourism schemes which were permitted within the year, which is a considerable increase on the eleven applications permitted last year. These include some of the developments which were also completed within the year and also the change of use of the Settlement Building in South Bank into a community art gallery and the change of use of a vacant retail unit at Redcar Retail Park to a gym.

Next Steps

- Through the preparation of the new Local Plan, the Council will seek to address any deficiencies in economic development land, and allocate more if necessary. Policies will also be put in place to protect the vitality and viability of designated centres.
- The Strategic Retail, Leisure and Office Study and the Employment Land Review will be updated to inform the policies and allocations within the new Local Plan.

Indicator Number	Indicator	Output	Trend
H1	Number of net additional dwellings	460	Up
H2	Number of new housing completions	556	Up
H3	Percentage of new housing completions in conurbation area and rural area	68.9% Conurbation 31.1% Rural	Up Down
H4	Percentage of new housing completions built on previously developed land	83.5% Brownfield 16.5% Greenfield	Up Down
H5	Number of affordable dwellings delivered	216	Up
H6	Number of demolitions	96	Down

To retain our skilled workers, and attract others to the borough, we need to provide a high quality residential offer and attractive neighbourhoods to meet a variety of needs and aspirations. This section of the AMR reports on progress against the targets set out in Core Strategy policies CS2; CS13; CS14; CS15; CS16 and CS17.

5.1 Major Planning Applications

The following major planning applications for housing have been approved in the last monitoring year:

R/2013/0830/RMM reserved matters application for erection of 328 no. dwellings at Galley Hill Farm, Guisborough.

R/2014/0428/OOM outline planning application for residential development (150 units) on land to the south of Redcar Lane, Redcar;

R/2013/0651/FFM planning permission for residential development (188 units) on land at Stokesley Road, Guisborough;

R/2014/0718/FFM planning permission for two storey building for 35 extra care apartments on land at Wykeham Close, Redcar;

R/2015/0012/FFM planning permission for 25 extra care two bedroomed bungalows on land off Newbury Road, Brotton;

R/2014/0792/FFM planning permission for 26 one bedroom apartments and 13 two bedroom bungalows on land adjacent to Barnaby House, High Street, Eston;

R/2014/0696/FFM planning permission for three storey building for 64 supported living apartments on land at Low Farm Drive/Byland Close, Redcar;

R/2014/0674/FFM planning permission for 14 detached dwellings on land adjacent to 1 Marske Mill Lane, Saltburn-by-the-Sea;

R/2014/0667/FFM planning permission for conversion and change of use of public house to 10 apartments at the former Victoria Public House, Middlesbrough Road, South Bank;

R/2014/0586/FFM planning permission for two storey building for 12 supported living apartments on land adjacent to 34-46 Ellerbeck Way, Ormesby;

R/2014/0563/FFM planning permission for 14 detached dwellings on land to the north of Middlesbrough Road, Guisborough;

R/2014/0504/OOM outline consent for 10 residential units on the former BP Garage site, Roseberry Road, Redcar;

R/2014/0479/FFM planning permission for the provision of 5 additional dwellings on a previously approved residential development on land at Church Hill, Skelton;

R/2014/0448/FFM planning permission for the conversion and change of use of a public house to 14 apartments at the former Royal Hotel, Esplanade, Redcar; and

R/2014/0394/MAM planning permission for three storey 72 bed care home, two storey 12 bedroom special needs unit and single storey 5 apartment special needs unit on the former Stead Memorial Hospital site, Kirkleatham Street, Redcar.

5.2 Housing numbers

The Local Plan must make provision for an adequate number of houses within the plan area for the next 15 years.

The National Planning Policy Framework (NPPF) advises that housing requirements should be determined locally and be based on sound evidence to ensure that local plans meet 'the full objectively assessed needs for market and affordable housing in the market area', drawing on the Strategic Housing Market Assessment (SHMA). The NPPF also advises that local plans should be 'aspirational but realistic' and that local authorities should seek to 'boost significantly the supply of housing'.

The revised Strategic Housing Market Assessment (SHMA), due to be published in January 2016, includes the objectively assessed need for housing (OAN) covering the plan period from 2015 to 2032. The completed study has been undertaken in accordance with the National Planning Practice Guidance (NPPG) and the Planning Advisory Service (PAS) technical advice note on Objectively Assessed Need and Housing Targets, which seeks to supplement the PPG with more detailed and more specific advice, based on established good practice, Inspectors' verdicts and judicial decisions.

In line with the NPPG, the household projections assumed the starting point for determining the OAN. The study then tested the validity of the projection against past housing delivery rates, demographic trends, housing market signals and affordability and labour market projections.

The OAN has identified a need for 2,244 dwellings for the 2015-2032 period and will inform the establishment of the housing requirement in the forthcoming draft Local Plan. This estimate is based on the CLG household growth projections for 2012-2037, plus the following:

- a 10% uplift to reflect a potential past constraint from the under-delivery of housing land allocations in the previous plan period, which contributed to population loss during the 2001-11 Census decade; and
- an allowance for vacancy rates (at 3.84%) in order to convert annual household projections into a dwelling requirement.

The above approach is in line with best practice undertaken elsewhere. The study did not find any justification for adjusting the household projections in respect of any other considerations.

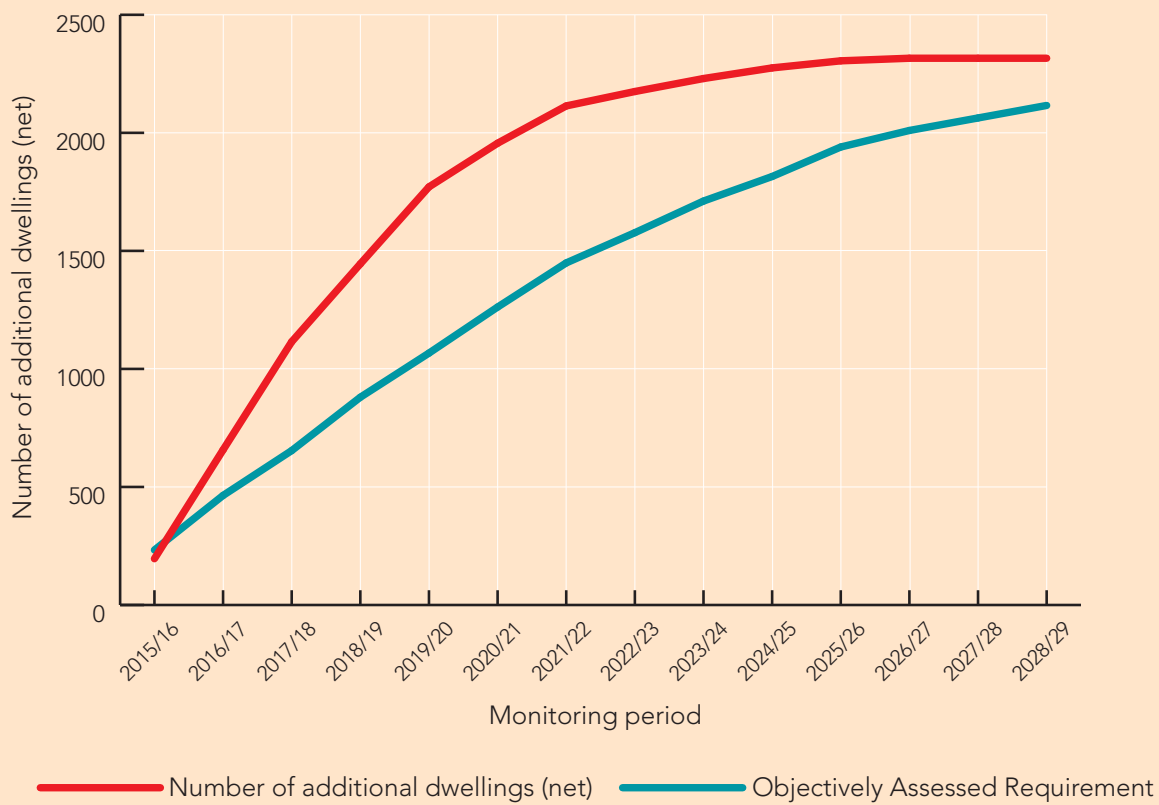
In 2014/15, the number of new housing completions in the borough increased by approximately 52% to 556 dwellings, from 366 in the previous year. The number of net additional dwellings also increased significantly from 228 in 2013/14 to 460 in 2014/15.

A housing trajectory has been prepared to show completions and projected delivery for future years against the OAN for the period from April 2015. This shows that after 2015/16 delivery will exceed the OAN for the period to 2028/29. The housing requirement, and any new site allocations, for this period will be determined through the new Local Plan.

Housing Delivery Summary Table

Year	Completions	Losses	Net
2012-13	259	198	61
2013-14	366	138	228
2014-15	556	96	460
2012-15 (Total)	1181	432	749





5.3 Five Year Supply

The National Planning Policy Framework indicates that the Council should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against its requirements. In line with NPPF Para 47 it is also appropriate, as in previous assessments, to add a 20% buffer to the OAN to reflect persistent under-delivery. This results in a five year supply requirement of 1,280 housing units, equivalent to 256 per annum.

The SHMA has confirmed that there is no accrued backlog which needs to be carried forward from the period prior to 1 April 2015. This is because the rate of population decline (equivalent to 390 people per annum), matched and exceeded the shortfall in housing supply against the policy requirements at that time.

The estimated five year housing supply from 2015/16 to 2019/20 is 1,771 additional dwellings, which exceeds the assessed requirement of 1,280 by 491 dwellings and equates to 6.9 years supply. 48 sites with potential for at least 5 additional units have been included in the assessment.

The five year supply requirement is significantly less than that emerging from the 2014 assessment. This is mainly because the previous assessment incorporated an aspirational policy-based scenario relating to recovering population loss going back to 2001 and because net completion in 2014/15 far exceeded the household growth projections for that year. The Council's corporate policy objectives will be taken into account in formulating the housing requirement to be included in the Local Plan.

Further information and the Council's latest position with regard to its five year supply can be found on the Council's website at www.redcar-cleveland.gov.uk/localplan.

5.4 Location of new housing

Policy CS2 of the Core Strategy sets out a broad locational target of approximately 70% of new development to be built in the conurbation area (Greater Eston, South Tees, Redcar and Marske) and approximately 30% in the remaining 'rural area' (Guisborough and East Cleveland).

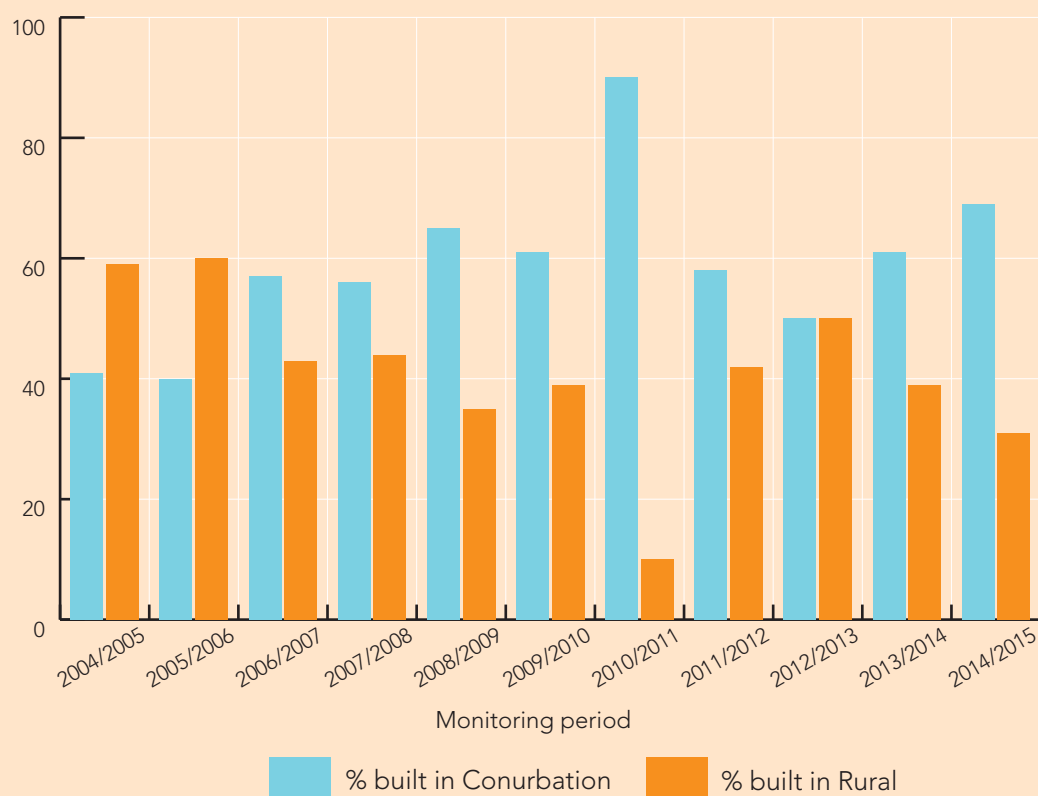
In 2014/15, almost 69% of gross new housing development (383 dwellings) was located in the conurbation area. This is broadly consistent with the target set out in the Core Strategy.

Overall, since 2004, just under 60% of new housing development has been built within the conurbation. Therefore, over the plan period, it is clear that the desired split of development is not being achieved.

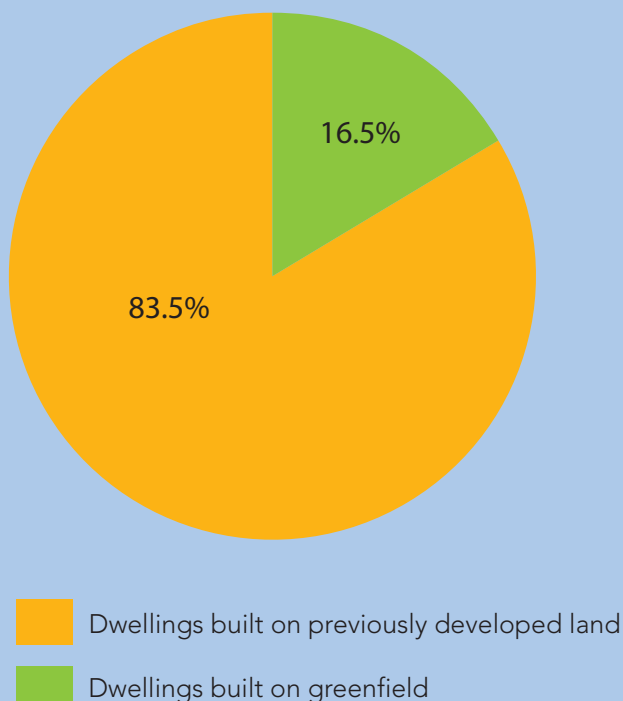
It is important to note however that the locational strategy was prepared during a period of sustained economic growth and was based on the Council delivering significant numbers of housing on large regeneration sites within the conurbation, particularly at Low Grange Farm. Due to the recession and subsequent unprecedented cuts in public funding, which are required to make for such projects viable, it is unlikely that these large scale regeneration projects will be delivered as originally envisaged. The locational strategy will, therefore, be reviewed through the new Local Plan.

A total of 83.5% of all housing completions within the year were on previously developed land. This was a significant increase on the figure recorded in the previous year and is well above the target of 60% set out in the Core Strategy. Over the plan period as a whole since 2004, the number of dwellings completed on previously developed land is also above the Core Strategy target at 61%.

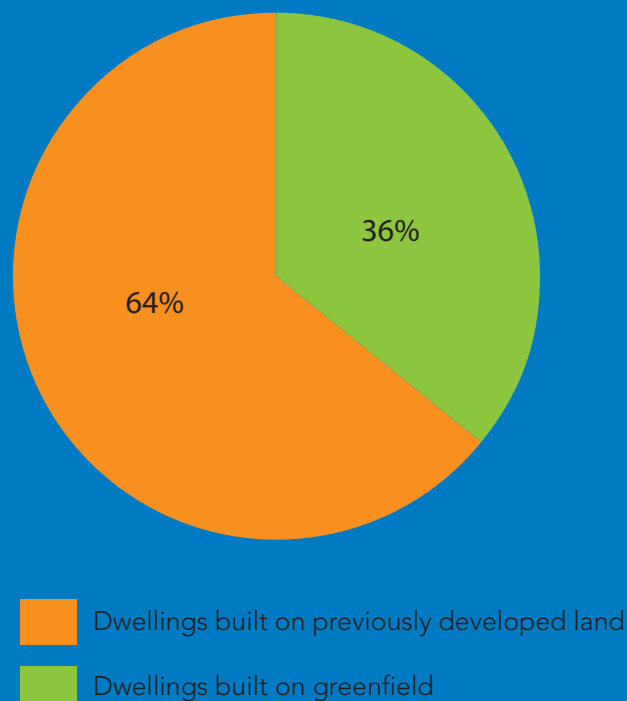
Percentage of new dwellings built in the conurbation and rural areas (gross)



New dwellings 2014-15



New dwellings 2004-15



5.5 Affordable housing

House prices in the borough remain lower than other parts of the UK. According to Land Registry House Price Index for August 2015, the average house price in the borough was £104,943, a 5% increase from the previous year. This compares to an England and Wales average of £184,682 and North East average of £100,943. Nonetheless, many first time buyers and households with marginal incomes are still unable to afford their own property. In addition, pressures on the existing social housing stock have increased as households attempt to access affordable housing. The Government has introduced its Help to Buy scheme to try and address some of these issues by providing wider access to mortgages for potential home buyers who only have a 5% deposit. The Government is also proposing to introduce further support for first time buyers through its discounted starter homes initiative and it's Help to Buy ISA.

During 2014/15, there were 216 units of affordable housing delivered in the borough. This was through a mixture of HCA-funded new build schemes; empty homes brought back into an affordable use; mortgage rescue scheme completions; and affordable housing within private developments secured through S106 planning agreements. This is significantly above the Council's target for delivery of 100 units, and is predominantly due to the completion of The Closes scheme in Redcar by our Registered Provider partners.

The Council has worked with a number of registered providers of social housing to develop an Affordable Homes Programme for the borough, covering 2012-15. Through these partnerships, we have secured £4.18m of grant funding from the HCA to deliver 226 new affordable homes by March 2015. In addition, allocations of approximately £1.9m were made under Rounds 1 and 2 of the HCA's Empty Homes Fund, in order to bring a further 91 long-term empty homes back into an affordable use.

5.6 Design of new housing

Good quality housing design can improve social well-being and quality of life by reducing crime, improving public health, easing transport problems and increasing property values.

A 'Building for Life 12' assessment scores the design quality of housing developments against the 12 Building for Life criteria developed by the Building for Life partnership (Cabe at the Design Council, the Home Builders Federation and Design for Homes). This replaces the original 20 criteria established under the initial Building for Life scheme. The criteria cover four areas; environment and community; character; streets, parking and pedestrianisation; and design and construction.

Whilst 'Building for Life 12' provides a useful tool for assessing the design quality of housing developments, it is not a requirement for the Council or developers to undertake an assessment and subsequently no assessments have been undertaken within the monitoring period. However, the Council will encourage developers to score their proposals against the 'Building for Life 12' criteria in order to secure a high standard of design in all new developments.

5.7 Empty homes

Redcar & Cleveland Borough Council is working with partner organisations to deliver the approximately £1.9 million 'Empty Homes to Happy Homes' project, to unlock the potential of empty homes in the borough and utilise a wasted resource to meet housing need.

The project is part of the Council's ongoing commitment to return empty homes to use and minimise the amount of time homes stand empty. The scheme has already returned over 60 units of accommodation to use.

The Council and Coast & Country are working with social enterprises Community Campus 87 and East Cleveland Youth Housing Trust to give young people the chance to pick up new construction skills and qualifications as they work on the sites.



5.8 Gypsies, Travellers and Travelling Showpeople

The Council currently has one designated gypsy and traveller site at The Haven, South Bank. During the year the site has been improved and redeveloped using a £860, 000 grant secured from the Homes and Communities Agency's Traveller Pitch Fund. The redevelopment of the site resulted in an increase in the total number of residential pitches on the site from 13 to 18.

The Government's Planning Policy for Gypsy and Traveller sites was published alongside the NPPF in March 2012 and sets out the national planning framework for gypsy and traveller sites. Included within the policy, is the requirement for the council to demonstrate and update annually details of its five year supply of traveller sites required to meet its identified need.

The Council has recently published its updated Gypsy and Traveller Accommodation Needs Assessment (GTAA). This indicates that there is a need to provide an additional 2 pitches over the next five years in order to meet identified need, with a further 6 pitches required over the plan period to 2030, as set out below.

	Number of additional pitches required	Total number of pitches
2015-2020	2	20
2020-2025	3	23
2025-2030	3	26
Total	8	26

As the Council's existing traveller site at the Haven is fully occupied, the Council cannot currently demonstrate a five year supply of traveller pitches in order to meet identified needs.

The Council will seek to provide additional traveller pitches through the emerging Local Plan to meet the needs identified through the GTAA.

Next Steps

- Continue to review the Strategic Housing Land Availability Assessment (SHLAA) on an annual basis to keep an up to date record of the supply of potential housing land available within the borough.
- Continue to update and review the Council's five year supply of deliverable housing sites.
- Ensure that sufficient housing allocations are made through the Local Plan to ensure that the Council can fully meet its objectively assessed housing needs.
- Consider the spilt of housing contained in the Core Strategy locational strategy as part of the new Local Plan, while ensuring that proposed housing allocations continue to focus on developing sites within the conurbation area, helping to deliver regeneration priorities in Greater Eston and Redcar, and safeguarding the rural character of East Cleveland.





Indicator Number	Indicator	Output	Trend
TCI1	% of applications submitted with travel plans which required them under Policy DP3	100%	Same
TCI2	Number of people killed or seriously injured in traffic accidents	48	Up
TCI3	Bus patronage	4,108,212	Down
TCI4	Number of new community facilities permitted/completed	Permitted: 17 Completed: 6	Up Up
TCI5	Number of community facilities lost	8	Down

This section seeks to reflect on the Council's delivery of the transport policies within the Local Development Framework and Local Transport Plan, together with the delivery of new community infrastructure in the borough. The chapter will focus on new developments which have taken place, any within the pipeline and outline any successful bids for funding new projects.

6.1 Transport

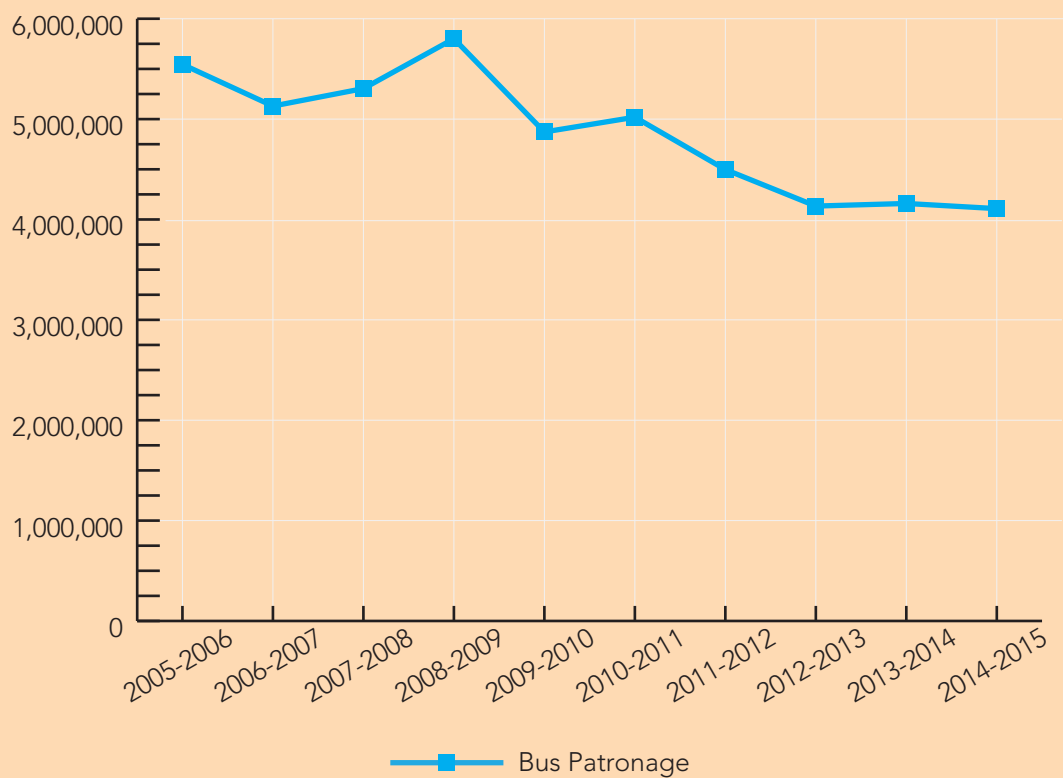
The Council has completed the delivery of a package of sustainable transport initiatives following a successful bid to the Department for Transport (DfT) for funding from the Local Sustainable Transport Fund. Sustrans, the sustainable transport charity, was engaged in a three year contract to March 2015 to deliver the main sustainable transport promotional programme called 'Get Moving Redcar & Cleveland'. In 2014/15, they delivered 370 promotional activities to 14,439 people in schools, workplaces and communities.

Accessibility improvements have been implemented to assist the use of sustainable modes of transport. Cycle racks have been installed at Grangetown Youth Club, Westgarth Primary School, Boots in Guisborough and the Route 1 cycle café in Redcar. Resurfacing of the A1085 Trunk Road cycle paths has taken place to improve the major linkage between Redcar, Greater Eston and Middlesbrough and provide sustainable access to major employment sites at the Wilton chemicals complex, South Tees and businesses within the Teesport estate.

We have undertaken further work on the Tees Dock Road Cycle Route project, installing and connecting street lighting along A1053 Tees Dock Road. This is a major stage in the creation of the safe cycle link to the port. Work is continuing in 2015/16 to complete the scheme.

Bus patronage has been in decline over many years, and there continued to be a slight decline this year. However, since 2012-2013 the bus patronage figures appear to have levelled off to some extent. This evidence suggests that the Tees Valley Bus Network Initiative has had positive benefits in addressing the steep decline in patronage seen in earlier years. The Council will continue to promote sustainable forms of transport.

Bus patronage



* Please note that figures from 09/10 onwards only include Arriva patronage

There was a notable increase in the number of people killed or seriously injured on the Council's roads in 2014 when compared to the previous year. However, despite this year on year increase numbers remain below the peak in 2006.

Number of people killed or seriously injured by year



6.2 Community Facilities

Within the year there were six community facilities completed, which is an increase from five completions in the previous year. The completed schemes included Redcar & Cleveland Community Heart and several small extensions to school buildings throughout the borough.

There were also seventeen planning applications for community uses permitted within the year, which is a significant increase on the figure recorded in the previous year. These permissions include new school buildings at Hillview Academy, Eston and a new school Handale Primary School, Loftus. Several care facilities were also permitted at the former Stead Memorial Hospital site in Redcar and adjacent to Moorlands Nursing Home, Guisborough.

Whilst there has been considerable success in delivering new community development within the year and there are number of schemes in the pipeline, some community buildings have also been lost. Within the year there were a total of eight community buildings demolished or lost through conversion to alternative uses, which is the lower than the figure recorded for the previous year. The majority of these have been conversions of redundant buildings to residential use, with the only demolition recorded within the year being the Coatham Bowl leisure centre on Majuba Road.

However, it should be recognised that the loss of most of these community facilities is not necessarily a negative trend, with some facilities replaced by larger and more modern facilities such as the new Redcar & Cleveland Leisure and Community Heart, whilst others represent the reuse of buildings which have been vacant for a number of years.

Next Steps

- The Council will continue to encourage a modal shift to sustainable modes of transport through the Local Plan and Local Transport Plan, and will continue to seek to obtain external funding to improve public transport provision and highways improvements within the borough.
- The Council will continue to promote and protect community facilities through the Local Plan, particularly in rural parts of the borough.



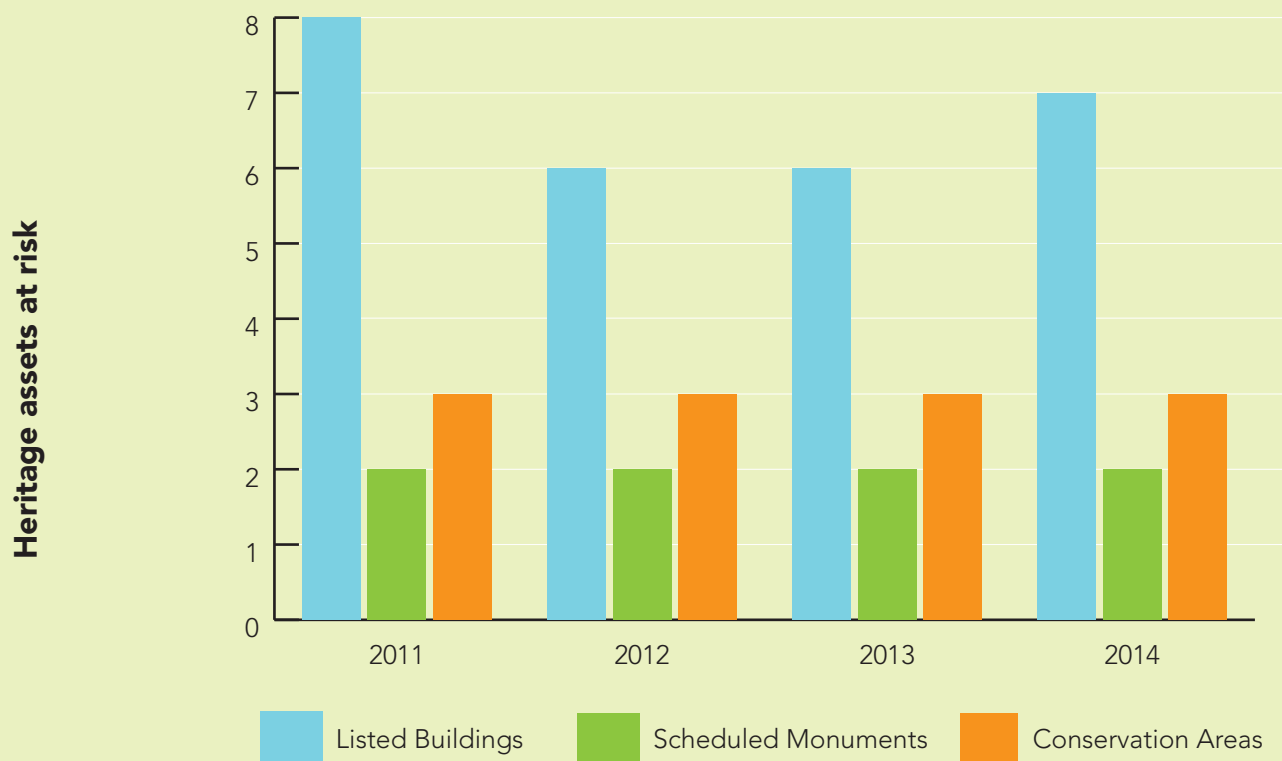
7. Environmental Quality

Indicator Number	Indicator	Output	Trend
EQ1	Number of heritage assets classified 'at risk'	7 Listed Buildings 2 Scheduled Monuments 3 Conservation Areas	Up Same Same
EQ2	Percentage of major applications that have submitted a design and access statement	100% of all relevant applications	Same
EQ3	Percentage of major applications with an artistic contribution condition	22%	Down
EQ4	Number of approved applications outside of development limits	44	Down
EQ5	Total amount of protected open space lost to new development (permission granted)	9.83 ha	Up
EQ6	Percentage of major applications where 10% of predicted energy demand is met through renewables (conditioned through application)	19%	Down
EQ7	Total amount of waste collected (tonnes)	71,799.83 (Municipal) 57,593.63 (Household)	Up Up
EQ8	Percentage of household waste arising by management type	53.56% Energy recovery 29.43% Recycled 17.92% Composting 1.58% Landfill	Up Up Down Down

In order to protect and enhance the special qualities and unique character of Redcar and Cleveland, we need to ensure that our adopted LDF policies on heritage, design, open space, climate change and minerals and waste are working effectively.

7.1 Heritage Assets

The repair, revitalisation and re-use of listed buildings and buildings in Conservation Areas continues, with particular attention being given to those at risk. Since 2009 the Council, working in partnership with owners and local community-based groups, has made significant improvements to heritage assets listed on the English Heritage at Risk Register. This work has seen the number of scheduled monuments and conservation areas on the register reduce considerably. In 2014 the number scheduled monuments and conservation areas at risk remained static at two and three respectively. The number of listed buildings at risk increased to seven. Considerable work is ongoing at Kirkleatham to help secure the conservation and enhancement of the historic buildings and their landscape settings is still on-going, through pursuit of a heritage led regeneration strategy.



7.2 Urban Design

Promoting sustainable development and design quality is a key overarching theme running throughout Council policy. Quality of place is one of the few drivers of economic competitiveness which we can control, shape and influence, and importantly 'sell' to existing and potential investors and residents. As such all new development is expected to promote high standards of built form and urban and landscape design. The Council is continually trying to raise design standards across the borough and aims to achieve high quality design in new developments.

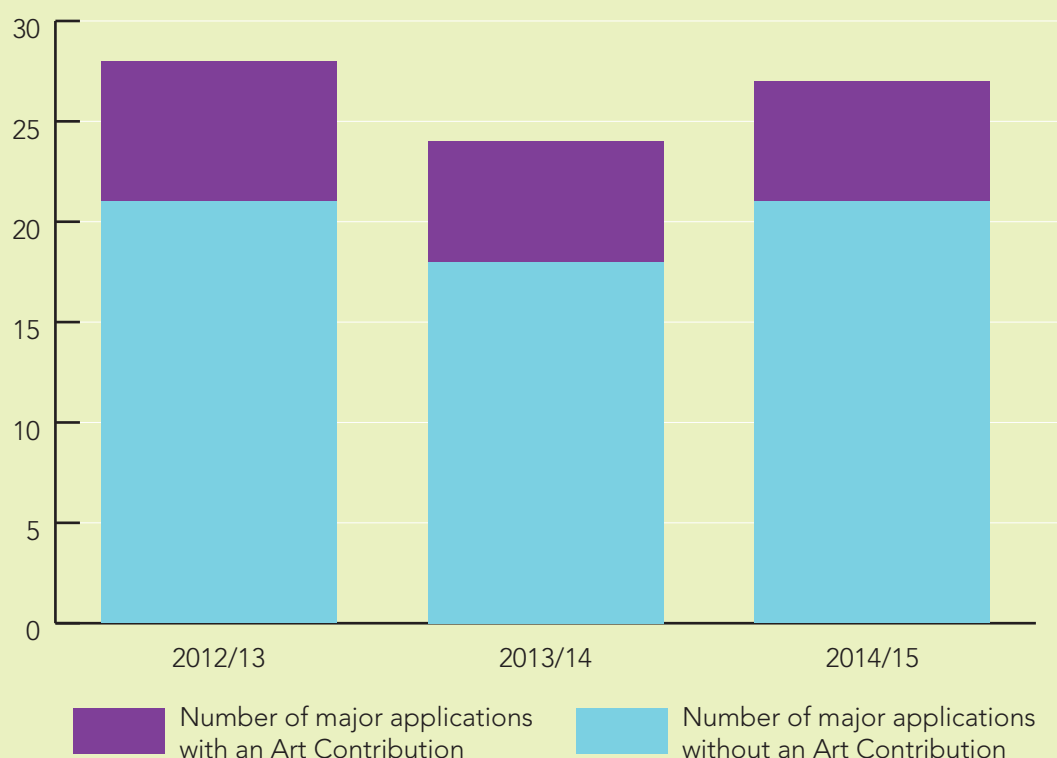
7.3 Percentage for Art

As part of its policy of securing a high quality built environment, Redcar & Cleveland Borough Council is promoting a scheme whereby developers devote a percentage of development costs to the installation of a work or works of art.

Artwork adds distinctiveness to development and can raise commercial appeal. When a major application is submitted, developers are asked to devote up to 1% of those costs to a work of art to be displayed within the development and visible to the public. During the 2014/15 monitoring period 27 major applications were approved, 6 of which included a condition relating to the provision of art.

7.4 Development Limits

Permission was approved for 44 planning applications outside of development limits. Exceptional criteria, as defined in Policy DP1, applied to more than 95% of permissions. This increase in the percentage of permissions meeting the exceptions criteria is partly reflective of the Council's ability to demonstrate a 5 year supply. This means that subject to their conformity with NPPF, housing policies, including DP1, carry weight in the decision making process.



7.5 Open Space

Recreational facilities, including outdoor play space, informal open space and built recreation facilities are important to local communities for their recreational amenity and their impact on the quality of the environment. The Council are currently undertaking an Open Space Study which assesses the quality, quantity and access to the borough's open spaces, including public satisfaction. The study will help to inform policies within the new Local Plan.

The 2015 Green Flag Awards once again saw Flatts Lane Woodland Country Park; Guisborough Forest and Walkway; and Saltburn Valley Gardens maintain their high standards to retain the award. In addition to work by Council staff, the sites are supported by friends groups who fundraise and volunteer to maintain and improve facilities. Green Flag is the national standard for parks and green spaces, and is awarded in recognition of the best green spaces in the country. Sites are assessed against eight criteria including cleanliness, sustainability and conservation.

During the last year several environmental improvement projects have taken place throughout the borough, including a number of access improvements at Soapwell Field, Loftus Woods Complex and Wilton Woods Complex. Throughout the borough a number of areas were successful in the Northumbria in Bloom competition, including Moorsholm, Eston and Stanghow.

In 2014/15, permission was granted for development which would result in the loss of 9.83ha of protected open space once implemented. The majority of the loss relates to permission for housing development at land south of Redcar Road, located within the green wedge between Redcar and Marske. At the time that the application was permitted, while the Council could demonstrate that there was a 5 year housing land supply, at 5.3 years, it was only marginally above the assessed requirement. Furthermore, delays to the adoption of the Local Plan meant that maintaining a five-year supply would

initially be dependent on sites coming forward as a result of planning applications rather than the plan-making process. Applying the guidance set out in paragraph 14 of the NPPF it was considered that there are no adverse impacts in respect of the development that would, significantly and demonstrably, outweigh the benefits when assessed against the policies in the NPPF as a whole. The site is located within an area designated as green wedge between Redcar and Marske. While this development will impact on the current green wedge, it was recognised that the site had an existing substantial landscape buffer that would provide a significant level of screening for the development when viewed from the public highway and neighbouring land. The proposal was therefore not considered to have so detrimental an impact on the integrity of the green wedge to refuse the application. Other developments which will result in small losses include recreational development within the green wedges at Cleveland Golf Course, Redcar. The proposed route of the York Potash tunnel also crosses a number of Local Wildlife Sites, however development will include restoration.

7.6 Biodiversity

There are seven Sites of Special Scientific Interest within, or partially within, Redcar and Cleveland, excluding the National Park. All sites were in a favourable condition, excluding two units, one which makes up part of South Gare and Coatham Sands SSSI and one which makes up part of Pinkney and Gerrick Woods. These units were in an unfavourable but recovering condition. A small amount of the North York Moors SAC and SPA lie within Redcar and Cleveland. In the borough there is also the Teesmouth and Cleveland Coast SPA/Ramsar Site.

There are 100 Local Sites within the borough, including the area which lies within the National Park. Of these sites, 42% were in positive management, an increase from 27% in the previous year. The Council are continuing to work with the Tees Valley Local Nature Partnership to identify potential biodiversity improvements and positively influence planning policy.



7.7 Climate Change

As a signatory of the Nottingham Declaration on Climate Change and EU Covenant of Mayors initiative, we recognise that climate change is one of the greatest threats facing our planet and that we must act swiftly to minimise the potential far reaching effects on Redcar and Cleveland's communities, economy and the environment, committing to the achievement of a 20% reduction in the borough's greenhouse gas emissions by 2020. The Council recognises that it cannot achieve this on its own and commits to working with the Redcar and Cleveland Partnership and wide ranging stakeholders to identify measures to mitigate our impact but also to adapt to the known impacts of climate change.

Policy DP3 (Sustainable Design) requires major developments to incorporate renewable energy production equipment that provide at least 10% of predicted energy requirements of the development. During the last year 19% of major applications were approved with a renewable energy condition. This is a decrease from 38% the year before. Reasons why major application schemes have been unable to achieve 10% or more of their energy from renewable energy sources include site impracticalities and viability constraints. There has also been a move towards reducing carbon footprints through the design process and at the build stage. In circumstances where a condition was not included measures have been sought to reduce the developments impact on the borough's carbon footprint, and have included the use of highly efficient design and technologies.

During the 2014/15 period, planning permission was granted for a single wind-turbine at Court Green Farm. However, the amount of renewable energy systems installed is likely to be a lot higher as most domestic systems do not require planning consent making it difficult for the Council to monitor. Feed-in tariffs (FiT) act as a financial incentive for the investment in small-scale, low carbon electricity generation technologies. Between April 2014 and March 2015, 601 installations were registered in Redcar and Cleveland, a 53.3% increase on the previous year. 600 of the installations were photovoltaics with one wind-turbine, giving a total installed capacity of 2.16 MW, an increase from 1.43MW installed in 2013/14.



7.8 Minerals and Waste

The five Tees Valley Unitary Authorities adopted the joint Minerals and Waste Development Plan Documents in September 2011.

Waste management policies which encourage the re-use, recycling and recovery of waste have continued to have a positive effect in Redcar and Cleveland.

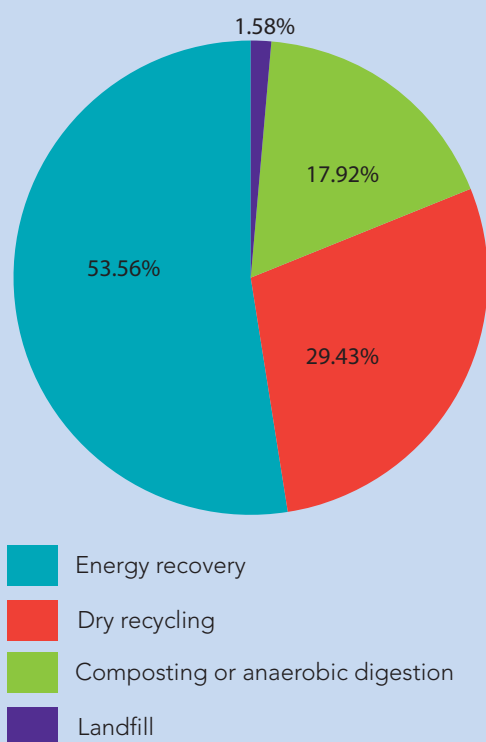
In 2014/15, 71,799.83 tonnes of municipal waste was collected, a 1.97% increase from 2013/14. A total of 57,593.63 tonnes of household waste was collected, a 3.4% increase from the previous year. The amount of household waste sent to landfill decreased to 1.58%, a very low figure nationally. The amount of waste recycled and sent for energy recovery increased, while the amount composted decreased slightly.

Permission was granted in February 2015 for a building for the segregation of waste material into recyclable categories at L&C Skip Hire. Where relevant all planning applications included a waste audit.

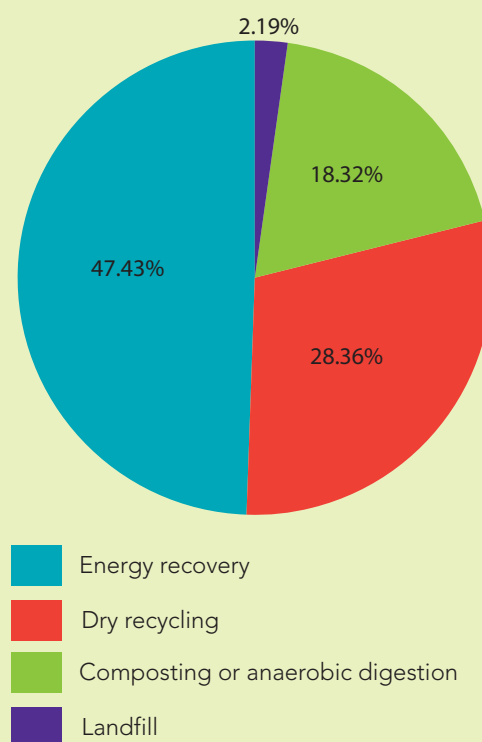
No planning permissions were granted within safeguarding areas which would affect long term mineral resources. Rail and port facilities are being used to transport minerals, including from the Boulby Potash Mine to Teesport. Planning permission was granted for the section of the mineral transport system in Redcar and Cleveland that will transport potash from the potash mine in the North York Moors National Park to a materials handling facility at Wilton which will allow the transport of potash by water from the River Tees.

Sewage waste in the Tees Valley is managed by Northumbrian Water Ltd who operate a number of facilities across the area including the Regional Sludge Treatment Centre at Bran Sands in Redcar & Cleveland. Sewage waste had previously been implicated in the eutrophication (nutrient enrichment) of the Tees Valley. Northumbrian Water Ltd is engaged in a continuous process of upgrading their various facilities to meet water quality targets.

Household waste by management type 2014/15



Household waste by management type 2013/14



Next Steps

- Continue to pursue opportunities to secure the conservation and enhancement of the historic buildings and their landscape settings at Kirkleatham Estate through a heritage led regeneration strategy.
- Continue to proactively encourage appropriate development in or adjacent to Heritage Assets by promoting the council's householder guide to conservation areas and Conservation Area Character Appraisals.
- Work with Tees Valley Local Nature Partnership in preparing the new Local Plan and identifying potential opportunities for improvements to biodiversity and geodiversity.
- Use the findings on the Open Space Study to inform policies in the new Local Plan.
- Continue to ensure that energy efficiency and good design are promoted.



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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