



Redcar & Cleveland Authority's Monitoring Report 2022-2023



this is Redcar & Cleveland

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1 Introduction

What is the Authority's Monitoring Report?

1.1 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.

1.2 This AMR covers the period 1 April 2022 to 31 March 2023, and also includes anything significant which has happened since this monitoring period.

Why do we need to monitor?

1.3 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.

1.4 In May 2018 the Council adopted our Local Plan. This replaced policies within the Local Development Framework (LDF), which was made up of the Core Strategy Development Plan Document (DPD) and Development Policies DPD and the Saved Policies of the 1999 Local Plan.

1.5 This AMR monitors performance of the 2018 Local Plan and the Tees Valley Joint Minerals and Waste Plans.

1.6 The Council are required to prepare an annual report to monitor the Council's progress in preparing its Local Development Plan and to review the performance of adopted policies. Under the provisions of the Localism Act 2011, the Council must make their monitoring report available to the public.

How is the report structured?

1.7 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 2022 - 2023. 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

1.8 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

1.9 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.

1.10 Chapters 4-8 of the AMR set out key monitoring data and indicator performance for each of the five monitoring topics.

Chapter 4: Sustainable Development and Design

Chapter 5: Economic Development

Chapter 6: Housing

Chapter 7: Transport and Community Infrastructure

Chapter 8: Environmental Quality

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

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2 A place called Redcar and Cleveland

2.1 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 refers only to the area outside of the National Park, as the National Park Authority is the local planning authority for development within the Park.

People

2.2 The Office for National Statistics (ONS) has published the results of the Census 2021. The population of Redcar & Cleveland increased to 136,500 in 2021, a 1% increase from 135,200 in 2011. This is lower than the overall increase for England (6.6%) and the North East (1.9%) and compares to a 4% increase in Middlesbrough, 2.6% increase in Stockton, 2.1% in Darlington and 0.3% in Hartlepool. Between 2011 and 2021 there was a 21.1% increase in the number of people aged 65 years and over, this compares to a 20.1% increase across England.

2.3 The 2021 Census figures also showed 61,600 households in Redcar & Cleveland, increasing by 3.3% from 59,605. This means there is 2.215 people per household.

2.4 In the Census 2021 97.7% of the borough's residents identified as 'White' compared to 98.5% in 2011. There has also been small increases in the percentage of residents identifying as 'Mixed or Multiple' (0.9%); 'Asian, British Asian or Asian Welsh' (0.8%) and 'Other ethnic groups' (0.4%).

2.5 The population is split between the main urban areas of Redcar and Greater Eston, and the smaller commuter towns, rural villages and coastal settlements of East Cleveland and Guisborough.

2.6 A high proportion of the population in Redcar & Cleveland is elderly with 23.3% over 65. The national average is lower at 18%. The average (median) age of Redcar and Cleveland residents increased by three years from 43 to 46 between the two censuses. The number of people aged 50 to 64 years increased by 10.3% while the number of residents between 35 and 49 years fell by 17.2%.

2.7 The global economic downturn and recent events related to the COVID-19 pandemic has meant that some communities are facing significant challenges. Our most deprived communities are predominantly located within the main built-up areas of Redcar and Greater Eston, although pockets of deprivation can also be found within the rural communities of East Cleveland.

Place

2.8 The borough is rich in both natural assets and a proud industrial heritage. It 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, including over 12km of Heritage Coast. The Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, a site of European importance for birds, is underpinned by the nationally important Teesmouth and Cleveland Coast Site of Special Scientific Importance.

2.9 There are twenty three square miles of North York Moors National Park within the borough⁽¹⁾, 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.

Economy

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

2.11 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. In March 2023 there was 3,575 claimants (4.4%), a slight increase from April 2022 when there was 3,470 claimants (4.3%), although it should be noted that there are monthly fluctuations. In comparison the North East figure decreased from 4.5% to 4.3% and the national GB figure decreased from 3.9% to 3.7% over the same period.

Climate

2.12 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.

2.13 Climate change and the impacts of climate change are the biggest environmental challenges that we face. Average annual global temperatures are increasing, with an increase of almost 1°C since 1880 and sea levels increases of up to 20 cm since 1990. This level of warming is already leading to an increased likelihood of severe weather and flooding events and the UN International Panel on Climate Change considered that this warming could continue even further with increases of between 3 and 5°C in surface temperatures being likely without significant intervention. The Met Office reported that July 2024 was the warmest January since records began.

2.14 In 2008, and in response to international agreements on climate change, the UK government introduced the Climate Change Act. This sets out legally binding targets to reduce greenhouse gas emissions by at least 34% by 2020 and by 80% by 2050 against a 1990 baseline. In July 2019, the targets of the Act were amended to give a commitment to reducing carbon emissions to net zero by 2050.

2.15 While the Council has demonstrated its dedication to meeting these targets by taking action to reduce its emissions by 72% since 2014-15, we consider that the consequences of global temperatures rising above 1.5 °C are so severe that more urgent action should be taken. In March 2019, the Council joined many others in the UK by declaring a 'Climate Emergency' and pledging to take action with a view to making Redcar and Cleveland carbon neutral by 2030.

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 A place called Redcar and Cleveland

Work is underway on measures to help achieve this ambition, including decarbonising our buildings, fleet and operations, and developing projects to regenerate community green space and support biodiversity and nature recovery.

What significant changes have happened to the national planning system?

3.1 A number of Government reforms to legislation and planning policy and proposed reforms have been announced during the period since the last AMR.

Levelling-up and Regeneration Act

3.2 The Levelling-up and Regeneration Act (October 2023) introduces a number of changes to the planning regime including legislation that governs how plans are produced. Changes include the creation of a new National Development Management Policy which, alongside the development plan, will be used to determine planning applications. A new Infrastructure Levy will be introduced which all planning authorities would be required to charge. Changes to the development management process have also been introduced including changes to permissions and planning fees.

3.3 Most changes will be subject to further future associated regulations and changes to national policy.

Consultation on implementation of plan-making reforms

3.4 On 25th July 2023 the Government published a consultation on proposals to make local plans (and minerals and waste plans) simpler, faster to prepare, and more accessible. Proposals include:

- a proposed set of core principles for local plan content.
- a new requirement or plans to include focused, specific and measurable visions, shaped by community views and informed by key baseline information.
- a framework for local development management policies.
- an approach to nationally-defined digital templates, to help authorities draw up better plans more easily and enable more consistency, whilst maintaining space for flexibility.

3.5 Proposals include the introduction of a new 30 month timeframe for plan production which should be front-loaded with early engagement and a streamlined evidence base. A new Project Initiation Document would help define the scope of the Plan.

3.6 Changes are also proposed to the production of Local Development Schemes and monitoring and reporting would be altered through introduction of monitoring metric with a light touch annual return and more detailed return four years after the adoption of a Plan.

3.7 Reforms would remove Supplementary Planning Documents, introducing supplementary plans which will have the same weight as the development plan and should be site specific or could set out area wide design principles.

3.8 The use of Community Land Auctions is also introduced where landowners would bid to have their land selected for allocation in an emerging local plan.

3.9 The latest date for plans to be submitted under the current system will be June 2025, with adoption by December 2026. Under the new system it is proposed that Local Planning Authorities would be grouped and allocated a 6 month plan making commencement window.

3 Monitoring plan making

National Planning Policy Framework (NPPF)

3.10 In September 2023 minor changes were made to the NPPF to update policy on planning for onshore wind development in England. These measures broaden the ways that suitable locations can be identified and ensure that views of the whole community are considered.

3.11 In December 2023 further wider updates to the NPPF were made in response to the Levelling up and Regeneration Act and consultation. Updates include emphasising the advisory role of the standard methodology for housing targets; removal of the requirement to demonstrate a five year housing land supply if the local plan is less than five years old and supply was demonstrated at adoption; requiring a four year supply where the local plan has reached Regulation 18 stage and contains housing allocations; supporting community-led housing; including reference to beauty; and increased protection for Neighbourhood Plans which allocate housing.

The Environment Act 2021

3.12 The Environment Act was published in November 2021 and sets out new environmental legislation. In relation to planning, the Act sets a biodiversity net gain (BNG) standard of 10%. It also facilitates the production of a Biodiversity Net Gain Site Register and Local Nature Recovery Strategies.

3.13 Planning applications submitted after the requirements have come in to force will be required to submit a biodiversity gain plan to the Local Planning Authority demonstrating a net gain of at least 10% in biodiversity value of the development site. Biodiversity will be assessed using a Defra metric.

3.14 The Act also amends the duties required by Local Authorities who will require them to produce Biodiversity Reports, including reporting on any BNG from developments. Developers in England will be required to deliver 10% “Biodiversity Net Gain” from January 2024 onwards when major developments will be required to demonstrate that the development will result in more or better quality natural habitat than was there before the development. Biodiversity Net Gain for small sites will be applicable from April 2024, and implementation for Nationally Significant Infrastructure Projects is planned for 2025.

What progress has been made on the Local Plan?

3.15 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. Performance is measured against the LDS that was published in November 2016.

3.16 The performance of each milestone in the LDS has been rated as follows in the table below:

- 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.

Table 1 Performance

	LDS Target	What was achieved.	Delay	Rating
Local Plan Scoping Report	July 2015	Consultation took place in July 2015	None	Excellent
Draft Local Plan	May 2016	Consultation took place in May 2016	None	Excellent
Publication Local Plan	December 2016	Consultation took place in December	None	Excellent
Submission to Secretary of State	March/April 2017	Submission achieved in April 2017	None	Excellent
Examination	May/June 2017	Examination took place during September and October 2017. Following submission to the Secretary of Estate, the timeframe is set by the Planning Inspectorate.	5 months	Fair
Adoption	August 2017	An additional consultation was undertaken on the Main Modifications between December 2017 and January 2018. The Local Plan was adopted in May 2018.	6 months +	Poor

3.17 The Local Plan has now replaced the Local Development Framework including the Core Strategy DPD, Development Policies DPD and the saved policies of the 1999 Local Plan.

3.18 The Local Plan was adopted in 2018 and is over five years old. A five year housing land supply can continue to be demonstrated against the Local Plan requirement and the lower minimum requirement. The Council will work towards preparing a new timetable for the review of the Local Plan.

Community Infrastructure Levy

3.19 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from new developments in order to fund the wide range of infrastructure that is needed as a result of development in the local authority area. Regulations for the charging of CIL came into force on 6 April 2010 and the Council subsequently considered whether to adopt CIL and introduce a charging schedule.

3.20 The Council determined that it was not appropriate to adopt CIL at the present time, due to a lack of viability.

Statement of Community Involvement

3.21 The latest SCI was adopted by the Council in February 2021. The updated SCI explains how the Council will involve the local community and stakeholders, and provides more information to communities on Neighbourhood Planning.

3 Monitoring plan making

Supplementary Planning Documents (SPDs)

3.22 In early 2020, the Council consulted on an updated Affordable Housing SPD and Developer Contributions SPD. Since the SPD consultation the Government have consulted on a number of changes to the national planning system which would affect the content of the SPDs. The Council is therefore currently considering its position with regards to progressing these SPDs.

3.23 In early 2023, the Council consulted on the Loftus Conservation Area Management Plan which is due to be published imminently.

Redcar and Cleveland Housing Strategy 2019-2024

3.24 The Redcar and Cleveland Housing Strategy 2019-2024 has been developed in partnership with residents, voluntary and community groups, developers, housing associations, landlords and agents. It sets out an ambitious vision for housing in Redcar and Cleveland, identifying key actions and priorities that are required to meet the challenges facing us and our residents in the coming years.

3.25 In order to deliver the housing vision, and using the comprehensive evidence bases available to us, we have identified three key objectives and a range of associated priorities and actions which we will take forward over the next five years.

3.26 The three key objectives are:

- Building homes to meet the needs of our population;
- Improving the standards of existing housing and revitalising neighbourhoods;
- Meeting the needs of our ageing population and supporting people to live independently.

Duty to Co-operate

3.27 The Council has a long established working relationship with neighbouring authorities and other prescribed bodies, such as Natural England and Highways England on strategic and cross boundary issues.

3.28 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.

3.29 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 worked together to produce the Tees Valley Local Aggregates Assessment, which is regularly updated.

3.30 The Council have had ongoing and regular dialogue with neighbouring authorities and other bodies during the preparation of the Local Plan. A duty to co-operate statement was published alongside the Local Plan to detail how the Council has met its duty to co-operate on the preparation of its Local Plan. The Council's compliance with the duty to co-operate has been tested during the examination of the Local Plan and we have been able to demonstrate that we undertake constructive engagement with neighbouring authorities and other bodies.

Development Management Performance

3.31 Since 2013 the Government have set targets for the performance of Councils in respect of decision making on planning applications. Two reporting criteria; speed of decisions and quality of decisions are measured. Performance on major applications from April 2022 to March 2023 was 100% of major applications determined within 13/16 weeks or subject to agreement. This is above the threshold of 60% (over a two year reporting period). During 2022/23, 87.7% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

3.32 In relation to quality of decisions, this is measured by the number of appeals allowed by the Planning Inspectorate against the number of application decisions in a specified period. The Government has introduced a threshold of 10% for both minors and major appeals. In 2022/23, the percentage of major and minor applications granted at appeal was well below this threshold.

Next Steps

- To ensure that the Council's documents reflect changes to national planning policy.

4 Sustainability and Design

Table 1 Sustainability and Design Indicators

Indicator		Output	Trend
SD1	Percentage of development in urban and coastal area (housing/employment)	68% housing	Down (78%)
		99% employment	Up (31%)
SD2	Percentage of housing on Previously Developed Land (PDL)	20% PDL	Up (19%)
		80% greenfield	Down (81%)
	Percentage of employment on Previously Developed Land (PDL)	100%	Up (31%)
SD3	Number of approved applications outside of development limits without justification	0	Same
SD4	Percentage of major applications that have submitted a design and access statement	100% of all relevant applications	Same
SD5	Number and nature of renewable energy schemes approved	1	Down (3)
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: Good	Same
		Marske: Excellent	Same
		Redcar (Stray): Excellent	Same
		Redcar (Granville): Excellent	Same
		Redcar (Coatham): Excellent	Same
		Redcar (Lifeboat Station): Excellent	Same
SD8	Number of developments approved in areas at risk of flooding contrary to Environment Agency advice	0	Same

4.1 As set out in the Local Plan, sustainability will be the overarching principle that will guide development in Redcar and Cleveland. Sustainable development is key to the long-term future of the borough as it will help ensure a better quality of life for everyone, now and in the future. The principle of sustainable development not only underpins the policies and proposals in the Local Plan but also forms the basis for individual decisions on planning applications.

4.2 Good quality design is critical for achieving sustainable development. The appearance of the built environment is important, but good design is about much more than how things look. It is about using resources efficiently and imaginatively, and ultimately uplifting communities and

transforming how people feel and behave. Good quality urban design and building design also adds value by increasing the immediate and long term economic viability of development and by delivering environmental and social benefits.

Location of development

4.3 The Plan aims to direct development to the most sustainable locations in the borough, focusing development in the urban and coastal areas. Combined, the urban and coastal areas contain the majority of the borough's population and have good transport connections with the wider Tees Valley, good access to employment and the largest range of services. Within the rural area, the majority of development will take place in Guisborough and the East Cleveland towns. Only limited development of an appropriate scale will be allowed within the service villages and villages.

4.4 During the monitoring period 68% of housing development was in the main urban and coastal area (47% urban/21% coastal), a decrease from 78% in 2021/22. 32% of development took place in the rural area. 99% of employment (Eg/B2/B8) related floorspace provided was in the urban and coastal area with two developments at Marske and one small development in Redcar. A very small amount of storage related development was also delivered at North Liverton Industrial Estate.

4.5 We will aim to maximise the re-use of previously developed land (PDL) and limit the unnecessary development of greenfield sites. However, it must be recognised that there are only a limited number of PDL sites available and that some sites may not be suitable for certain types of development. To meet needs some greenfield development will therefore be necessary. In 2022/23, 20% of housing development took place on PDL, similar to 19% in 2021/22. All employment development was on PDL.

Development Limits

4.6 Development limits were drawn in the Local Plan to ensure that sufficient land within development limits is available to meet the borough's identified housing need across the plan period. Exceptional criteria, as defined in Local Plan policy SD3, applied to all planning permissions granted outside of development limits, with the exception of three sites where permission had previously been granted at appeal and the Planning Inspector had found that although they didn't meet the policy criteria, development in these locations was justified. These were for residential development at Boosbeck and Marske and a garage/office near Guisborough.

Climate Change

4.7 In March 2019 the Council acknowledged that while work has commenced to address the causes and impact of Climate Change in the borough and beyond there is much more that needs to be done. It is important for the residents of Redcar and Cleveland, and the rest of the UK, that communities commit to carbon neutrality as soon as possible. Bold climate action can deliver benefits to the local, national and international community and improved well-being for people and wildlife worldwide.

4.8 The Council therefore declared a 'Climate Emergency' and pledged to take action with a view to making Redcar and Cleveland carbon neutral by 2030. The Council website 'A Greener Future' aims to support the Council's ambitious target of becoming net carbon neutral by 2030, as set out in the Climate Change Strategy approved in 2021. The website contains advice for residents, businesses and visitors.

4 Sustainability and Design

4.9 Strong progress has already been made, as of 2022/23 Council emissions are down to 5,789ktCO₂ from 6,630ktCO₂ in 2021/22. The Council continues to upgrade lighting and heating, introduce renewables and increase the number of zero emission vehicles. Tree planting and other nature based schemes are also ongoing.

4.10 Permission was granted for a renewable energy station in Dunsdale comprising ground-mounted photovoltaic solar arrays with primary substation, control building compound and associated infrastructure and landscaping. The project is expected to have an export capacity of approximately 49.9 Megawatts (MW) of renewable energy, this will provide enough clean electricity to meet the annual electricity demand of approximately 12,000 average family homes, with the expectation that this will increase as households become more energy efficient.

4.11 There are six water quality monitoring points along our coast. Classifications are made for each bathing water annually. In 2022 all were classed as excellent apart from Saltburn which was classed as good. The Council has worked alongside dedicated partners and volunteer groups, such as Northumbrian Water, the Environment Agency, Keeping it Clean At Saltburn and the RNLI, to make sure the highest standards are being met.

4.12 In 2022, Saltburn was recognised with Blue Flag status for the high quality of the seawater, clean beach and nearby amenities for the fourth year in a row and the only beach between Whitby and Sunderland to have been awarded the status that year. However as bathing water quality status in Saltburn dropped from excellent to good, Saltburn was not eligible to apply for the status in 2023. Northumbrian Water has carried out major infrastructure works to significantly increase storm water storage capacity and reduce pollution by slowing down the flow rate through the rivers to the sea.

4.13 Sewage waste in the Tees Valley is managed by Northumbrian Water, who operate a number of facilities across the area including the Regional Sludge Treatment Centre at Barn Sands. Sewage waste had previously been implicated in the eutrophication (nutrient enrichment) of the Tees Valley. Northumbrian Water is engaged in a continuous process of upgrading their various facilities to meet water quality targets. No new planning permissions for Northumbrian Water projects were granted during the monitoring period.

Developer Contributions

4.14 To fund necessary infrastructure and other community benefits required as a consequence of development, the Council may secure developer contributions. During the monitoring period contributions were received towards issues including leisure, education, highway/footpaths, affordable housing, employment and training, and contributions towards the Teesmouth & Cleveland Coast Special Protection Area Recreation Management Plan.

Table 1 Economic Development Indicators

Indicator		Output	Trend
ED1	Amount of available employment land (Ha/gross)	Approx. 819ha	Up (424ha)
ED2	Employment land developed	7.52ha	Up (5.17ha)
ED3	Total employment floorspace developed (by use class)	E(g): 48.8m ²	Up (0m ²)
		B2: 825 m ²	Down (1477m ²)
		B8: 99.4m ²	Down (3344m ²)
ED4	Loss of employment land to non-employment uses	0ha	Down (0.08ha)
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	9.8%	Same
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	7.7%	Down (8.8%)
ED7	In-Centre floorspace permitted (gross)	243.7m ²	Down (627.5m ²)
ED8	Out of centre floorspace permitted (gross)	3,873m ²	Up (1,440m ²)
ED9	Number of farm diversification schemes approved	0	Down (1)
ED10	Number of tourism/leisure facilities permitted	2	Down (9)
ED11	Unemployment rates	3.9%	Down (5.6%)
ED12	No. of sites/pitches approved	2	Down (5)
ED13	Percentage of people (16-64) with no qualifications (2021)	8.2%	Down (10.7%)
ED14	Percentage of pupils meeting expected education standards (NVQ2+) (2021)	76.8%	Up (70.8%)
ED15	No of applications for conversions from residential to tourist accommodation approved	1	Up (1)
ED16	No of equestrian developments approved	0	Down (1)

5.1 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.

5 Economic development

Employment Land

5.2 Redcar and Cleveland is unusual in having very substantial areas of dedicated employment land both in absolute terms and relative to its resident population. The borough contains the Teesworks site which is recognised as the single largest economic development opportunity in the UK.

5.3 Approximately 819ha (gross) of employment land is available within the borough, excluding small areas (approximately 5ha) identified for employment within two mixed-use sites. The vast majority of available land, over 90%, is for specialist uses at Wilton International and within the South Tees Development Corporation (STDC) Teesworks site. Following significant preparation and demolition work on the Teeswork site there has been a significant increase in available land. It should however be noted that site areas are gross and therefore the entire site would not be available to deliver development, furthermore some of this land may be earmarked for development or be within private ownership and not readily available for wider development.

5.4 STDC are working to attract businesses and investment to the Teesworks site and a number of planning applications have been approved. Following a successful Compulsory Purchase Order Inquiry in 2020 the land is now within the control of Teesworks. This is enabling significant investment to be made in site preparation, clearing derelict structures and remediating land to create locations attractive for inward investment. The South Tees Regeneration Masterplan was prepared for the area at the end of 2017 and a supporting Supplementary Planning Document has been adopted by the Council.

5.5 In March 2021 it was announced that the Tees Valley was to receive Freeport status. Covering 4,500 acres, the Teesside Freeport is the largest in the UK. Freeports are secure customs zones located at ports where business can be carried out inside a country's land border, but where different customs rules apply. They can reduce administrative burdens and tariff controls, provide relief from duties and import taxes, and ease tax and planning regulations. The Teesside Freeport covers sites across the region, including Teesworks and Wilton International within Redcar and Cleveland.

5.6 Following previous review through the Local Plan it is considered that an appropriate amount of employment land remains available to meet the unique requirements of the specialist industries and to ensure that there is a continuous supply of employment land within the borough to provide a choice of sites in terms of size, quality and location.

5.7 Relatively small amounts of employment related floorspace have been provided during the period. Two developments were completed at Longbeck Industrial Estate in Marske providing 48.8m² of light industrial (Egii) floorspace and 825m² of industrial (B2) floorspace. 99.4m² of B8 floorspace was also completed at Limerick Road in Redcar and North Liverton Industrial Estate. 7.52ha of land previously recorded as available has been reclassified as developed over the monitoring period including land at Marske, Redcar, North Liverton Industrial Estate and at the Teesworks site. There was no loss of employment land to alternative uses recorded during the monitoring period.

Quality of Employment Land

5.8 In terms of the quality of general industrial areas, these areas do vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. A number of projects have been implemented or are being planned by

the Council. In March 2018, the council agreed to invest £2m for improvements to existing business parks and industrial estates and a further £2.8m for industrial estates growth. The Council will continue to make improvements during the next monitoring period. The Council's 2018 Industrial Estates Strategy and the Area Growth Plans set out how this will be achieved.

Employment Rates

5.9 In March 2023, the unemployment rate (model based) in Redcar & Cleveland was 3.9%, this was a decrease from 5.6% March 2022. This compared to a national rate (Great Britain) of 3.6% and a North East figure of 4.3%, both of which had also decreased from the previous March.

5.10 The Council's strategy for growth is aligned to the other national, regional and local plans in place. The Tees Valley Combined Authority Strategic Economic Plan (SEP) is the Tees Valley's Industrial Strategy and is aligned closely with the national strategy.

Town and District Centres

5.11 The borough's centres continue to support a diversity of uses, including a range of retail, leisure, other commercial and residential uses.

Use Class Order

5.12 Use classes are the categorisation of all buildings based on their use. They are usually used to specify which changes of use can be made under permitted development. For monitoring purposes, using the use classes can present a breakdown of the quantity and diversity of the town and district centre provision (see table 2 for breakdown by centre).

5.13 The centres are set out in the Local Plan (Policy ED1) as follows:

- Town Centre: Redcar
- District Centres: Eston, Guisborough, Loftus, Low Grange Farm, Markse, Saltburn
- Local Centres: Brotton High Street, Carlin How, Ennis Square in Dormanstown, Enfield Chase in Guisborough, Birkdale Road in New Marske, Normanby, Nunthorpe, Park Avenue in Redcar, Roseberry Square in Redcar, and Skelton High Street.

Table 2 Number of units in the town and district centres by use class (2023)

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	1	-	1	-	-	-	-
C1	-	1	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-
	a)	-	-	-	-	-	-	-
C3	-	129	14	55	50	-	27	23
C4	-	-	-	-	-	-	-	-

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	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
E	a)	210	30	87	17	8	33	45
	b)	32	2	22	1	1	3	12
	c)	39	7	21	1	-	4	4
	d)	2	1	1	-	-	-	-
	e)	4	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	13	-	1	-	-	-	1
F1	-	14	1	9	2	1	1	2
F2	a)	-	-	-	-	-	-	-
	b)	-	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	44	6	14	2	1	3	3
	n)	4	2	2	-	1	-	1
	p/q)	28	5	13	2	1	4	4
	r)	26	12	7	1	-	5	5
Total Units		550	80	238	79	14	82	104

Vacancy Rates and Unit Condition

5.14 Through the adopted development plan, the Council seeks to improve and protect the vitality and viability of its designated centres. The amount of vacant floorspace and number of vacant units within a centre is a good indicator of its health. Table 3 shows the amount of commercial use floorspace as a proportion of the total floorspace for commercial uses.

Table 3 Vacant floorspace in commercial uses in the town and district centres

Centre	Floorspace (m ²)		% Vacant
	Total	Vacant	
Redcar	88,403	10,448	11.8% (-1.6%)
Eston	9,867	1,997	20.2% (+4.2%)
Guisborough	27,082	2,664	9.8% (+2.7%)
Loftus	4,668	283	6.1% (-1.3%)
Low Grange	20,089	0	0% (0%)
Marske	7,013	48	0.7% (-0.4%)
Saltburn	10,362	907	8.8% (4.0%)
Total	167,485	16,347	9.8% (0%)

5.15 Over the reporting year, there was a very small increase in vacant floorspace, with no overall change of vacant floorspace as a percentage of commercial uses (all uses excluding housing (C3)) within our town and district centres. The biggest percentage decrease in vacant floorspace was in Redcar (although there was only one less vacant unit). The biggest percentage increase in vacant floorspace was in Eston (3 additional vacant units) which also has the highest floorspace vacancy rate of the centres at 20.2%.

5.16 Table 4 shows that there are 96 vacant commercial units in the town and district centres. This is a relatively small increase from 91 in the previous year and has been a broadly similar number since the Plan was adopted 2018 with a slight peak in 2020 and 2021.

Table 4 Number of vacant commercial units in the town and district centres since 2018

	2018	2019	2020	2021	2022	2023
Redcar	63	62	63	63	58	57
Eston	8	5	7	8	7	10
Low Grange	0	0	0	0	0	0
Loftus	5	5	7	6	6	5
Marske	1	1	2	3	1	1
Guisborough	10	12	19	22	16	16
Saltburn	5	3	2	2	3	7
Total	92	94	100	104	91	96

5.17 The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Table 5 shows the number of units in a poor or very poor condition in the reporting year. Since the previous reporting year there has been a very small increase in the number of units in poor or very poor condition. Eston continues to have the highest percentage

5 Economic development

of units in poor or very poor condition (15.4%) with a slight increase (2 units) from the previous year. Loftus had the second highest percentage (13.8%) and had a small reduction (1 unit) in the number of units in poor/very poor condition. Redcar saw the biggest reduction in number of units in poor/very poor condition (5 units) which reduces the percentage to 9%. The other centres have similar numbers of poor/very poor condition units compared to the last reporting year. Caution should however be taken when considering percentage changes given the small number of units in some centres.

5.18 The Council is committed to improving the overall appearance of the borough's centres and will continue to address the quality of shop fronts through its regeneration programmes where funding allows, taking account of the good design guidance set out within the adopted Shop Fronts and Advertisements SPD.

Table 5 Condition of commercial units in the town and district centres

	Very Good	Good	Average	Poor/Very Poor	Poor/Very Poor 2021/22
Redcar	103	182	88	37 (9.0%)	42
Eston	18	21	16	10 (15.4%)	8
Low Grange	14	0	0	0 (0%)	0
Loftus	17	7	1	4 (13.8%)	5
Marske	26	19	8	1 (1.9%)	1
Guisborough	105	52	17	8 (4.4%)	8
Saltburn	37	26	11	4 (5.1%)	3
Total	320(38.5%)	307 (36.9%)	141 (16.9%)	64 (7.7%)	67

Town Centre Use Permissions

5.19 There was a decrease in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 243.7m² compared to 627.5m² in the previous period. The majority of these applications were for retail and included changes of use and small extensions.

5.20 Outside of the designated retail centres, permission was granted for 3,873m² across a number of schemes. It should be noted that this figure includes some mixed-use schemes which include an unspecified mix of main town centre use and non-main town centre floorspace, such as restaurant and hot food takeaway. The majority of floorspace related to a food retail store at West Dyke Road in Redcar.

Hot Food Takeaways

5.21 Policy ED3, of the Council's Redcar and Cleveland Local Plan (adopted May 2018), seeks 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.

5.22 The Council's monitoring has shown that the policy has generally been successful in ensuring that there has been no further significant increase in the number of hot food takeaways within each of the borough's centres. The reporting year has seen no recorded change in the overall number of hot food takeaways within the designated centres. Changes to percentages between the years may be due to changes in the overall number of commercial (excluding C3) units within the centre. At Enfield Chase permission was granted for alterations to create two separate units including change of mixed restaurant and hot food takeaway to takeaway only.

5.23 Outside of the designated centres, three additional permissions for hot food takeaways were granted a restaurant/hot food takeaway with 'drive - thru' at Grangetown; a building for use as a takeaway at Cleveland Gate and change of part of a shop to hot food takeaway at Lingdale.

Table 6 Number of Hot Food takeaway units

	No. A5 Units	Proportion of commercial units in A5 use
Brotton	3	17.6%
Carlin How	1	20.0%
Ennis Square	7	33.3%
Enfield Chase	1	12.5%
Eston	12	18.2%
Guisborough	7	3.8%
Loftus	1	3.4%
Low Grange	0	0%
Marske	5	9.1%
New Marske	2	28.6%
Normanby	3	8.1%
Nunthorpe	2	18.2%
Park Avenue	0	0%
Redcar	26	6.2%
Roseberry Square, Redcar	2	22.2%
Saltburn	5	6.2%
Skelton	1	3.0%
Total	78	8.0%

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Figure 1 Percentage of vacant floorspace in town and district centres as a proportion of total floorspace (commercial uses only)

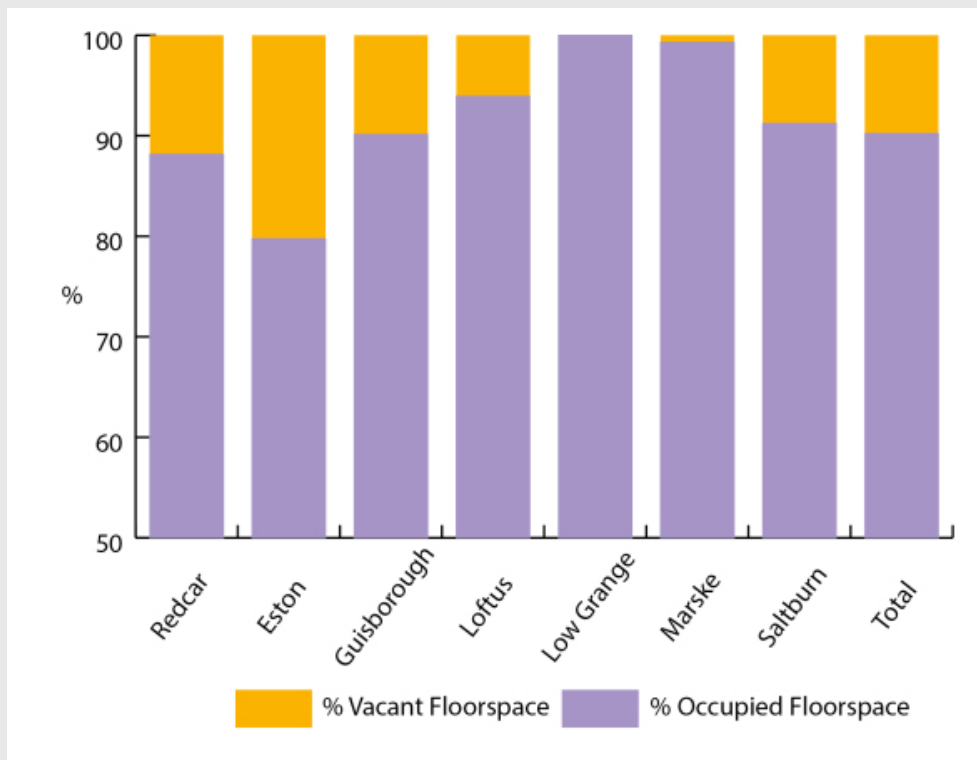


Figure 2 Percentage of units in poor/very poor condition in the town and district centres (commercial uses only)

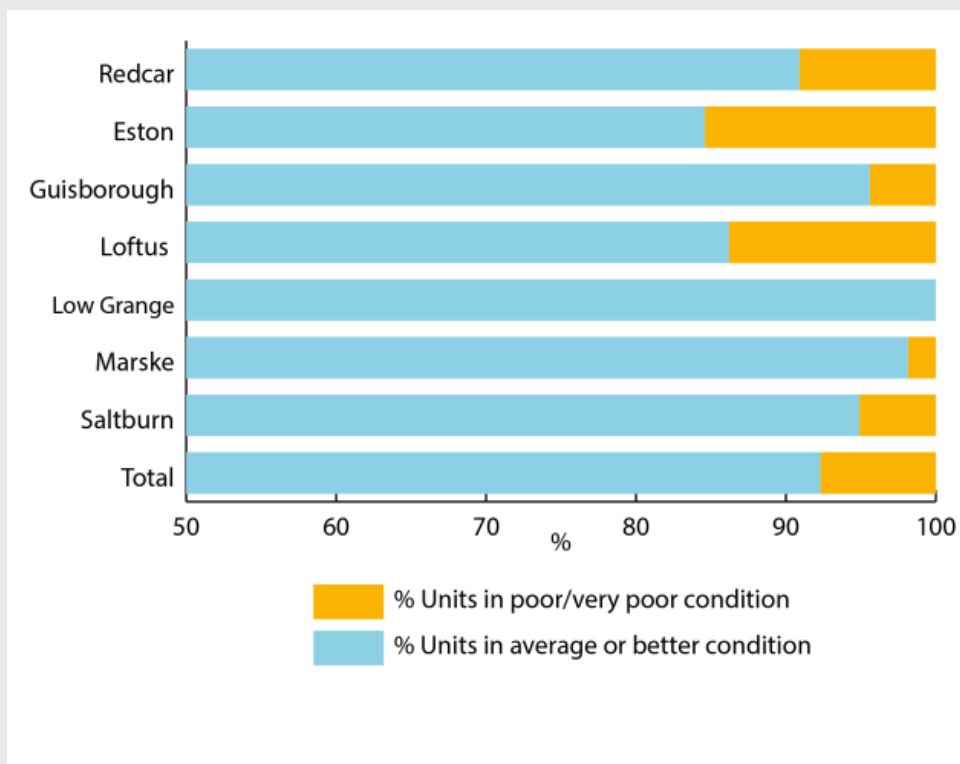
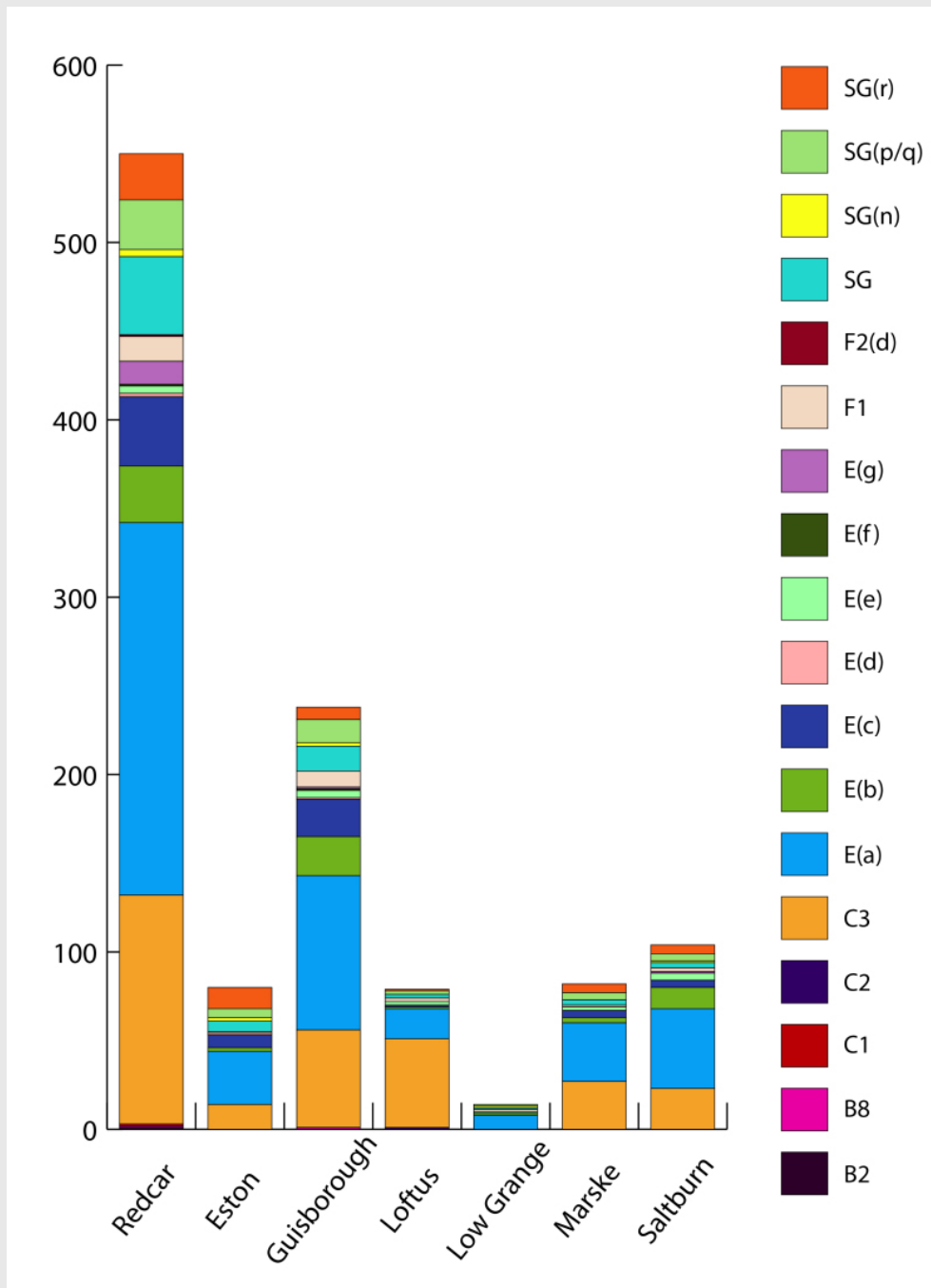


Figure 3 Units in the town and district centres by use class



Rural Development and Leisure and Tourism

5.24 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. No farm diversification schemes were approved during the monitoring year.

5.25 There were two applications related to provision of tourist sites and pitches within the monitoring period. Permission was granted for an extension to the caravan park at Warrenby Redcar (38 pitches) and for siting a log cabin for holiday use at Brotton. Permission was also granted for a change of use from residential to guesthouse/hotel at Redcar.

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5.26 It is recognised that the number of leisure and tourism developments, and developments supporting the rural economy, approved during the monitoring period remains relatively low. However, the Local Plan includes a number of policies to support leisure and tourism developments to attempt to grow the leisure and tourism economy and improve the facilities on offer for local people. This includes promoting and enhancing Kirkleatham as a leisure and tourist destination, enhancing visitor facilities on Redcar Seafront and improving the leisure and tourism offer of Guisborough as a gateway to the National Park.

Next Steps

- Promote economic development through the Local Plan.
- Safeguard and improve employment sites.
- Support the work of the South Tees Development Corporation on the Teesworks site, including new infrastructure to support new development.
- Implement Area Growth Plans.
- Protect the vitality and viability of designated centres through the Local Plan.

Table 1 Housing Indicators

Indicator		Output	Trend
H1	Number of net additional dwellings	431	Down (435)
H2	Number of new housing completions (gross)	459	Up (454)
H3	Number of housing completions on allocated sites	159	Down (231)
H4	Number of affordable dwellings delivered	184	Up (141)
H5	Number of subdivisions/conversions approved at appeal	0	Same
H6	Number of HMOs approved at appeal	0	Same

6.1 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 Council's housing targets, including housing completions, location of new housing, affordable housing and number of demolitions, conversions, Gypsy and Traveller sites and information on the Self-build Register.

Major Planning Applications

6.2 Permission was granted for one major housing application during the monitoring period. This was a reserved matters application (appearance, landscaping, layout and scale) at land South of Marske for residential development of 810 dwellings following approval on appeal of outline planning permission R/2013/0669/OOM.

6.3 During the monitoring period residential applications have been affected by the issue of nutrient neutrality. In March 2022 Natural England advised that the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site was in an unfavourable condition due to nutrient enrichment, particularly from nitrates. Consequently, any new development that could result in additional nutrients entering the water course, including proposals creating overnight accommodation within the catchment area, must be assessed for impact on the SPA, with nutrient budget calculated and suitable mitigation provided in accordance with the Habitats Regulations. This issue has impacted potential development in the west of the borough. In March 2023 Natural England launched a Nutrient Mitigation Scheme which will allow some developers to apply for credits to offset the impact of residential development and create new wildlife habitats such as wetlands to intercept nutrients before they reach the waterway.

Housing numbers

6.4 Between the last two censuses the population of Redcar and Cleveland increased by 1.0%, from just under 135,200 in 2011 to around 136,500 in 2021. The population increased by a smaller percentage than the overall population of the North East (1.9%), and by a smaller percentage than the overall population of England (up 6.6% since the 2011 Census). This small increase follows a period of steady decline over the last three decades, with Redcar and Cleveland amongst a small group of local authorities that lost population between 2001 and 2011. Looking forward, the latest figures from the Office for National Statistics (ONS) sub-national population

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projections suggest that, based on a continuation of existing trends, the population of the borough would increase to 140, 643 by 2032. The figures also project a significant increase in the retired population and decrease in the working age population during this period.

6.5 The Strategic Housing Market Assessment concluded that the Objectively Assessed Need (OAN) for housing in the borough was an average of 132 dwellings per annum. This number is based on the CLG 2012-based household projections plus a 10% uplift to reflect a potential past constraint on land supply, primarily due to historical constraints on the availability of viable housing land. The net minimum housing requirement in the adopted Local Plan for the 17-year period from 2015/16 to 2031/32 is 3,978 dwellings (which is equivalent to 234 net additional dwellings per annum) and therefore is significantly above the borough's OAN. The reason for the higher target is to meet the NPPF requirement to significantly boost the supply of housing in the borough and to grow our population.

6.6 Housing delivery performance is assessed against the government's annual Housing Delivery Test which covers the previous three financial years and measures performance against the Government's standard method for assessing housing need, rather than the higher target in the Local Plan. The latest published performance figure for Redcar & Cleveland is 519% (2022 measurement).

6.7 During the past 8 years, we have delivered new housing at an average rate of approximately 404 dwellings per annum (net). The number of new homes completed (gross) decreased very slightly from 435 in 2021/22 to 431 in 2022/23. 159 of the dwellings completed within the monitoring period were allocated in the Local Plan (2018).

Table 2 Housing Delivery Summary Table

Year	Completions	Losses	Net
2015 - 16	335	122	213
2016 - 17	566	50	516
2017 - 18	431	9	422
2018 - 19	504	12	492
2019 - 20	384	21	363
2020 - 21	362	5	357
2021 - 22	454	19	435
2022 - 23	459	28	431
2015 - 23 (total)	3495	266	3229

6.8 Where delivery of housing has fallen below the housing requirement in the Housing Delivery Test, certain policies set out in the National Planning Policy Framework will apply. Depending on the level of delivery, these are:

- the authority should publish an action plan if housing delivery falls below 95%;

- a 20% buffer on the local planning authority's 5 year land supply if housing delivery falls below 85%; and
- application of the presumption in favour of sustainable development if housing delivery falls below 75%, subject to transitional arrangements.

6.9 If it becomes evident at any point through the monitoring process that the Council cannot demonstrate a five-year supply of housing, or that actual or anticipated rates of delivery are consistently falling below the housing requirement, the Council will seek to address the shortfall using appropriate mechanisms which, depending on the scale and nature of potential under-delivery, may include one or more of the following:

- In the first instance, investigating why sites are not coming forward as per the trajectory.
- Preparation of new development plan documents, development briefs and use of the Council's powers to support delivery, such as through Compulsory Purchase Orders.
- Drawing on the Strategic Housing Land Availability Assessment and any other appropriate evidence to identify additional allocations where justified to enable further suitable and deliverable sites to be brought forward for housing.
- Undertaking a partial review of the Local Plan.

Five Year Supply

6.10 The assessment of five year deliverable supply is determined through comparing the assessed five year housing requirement and the estimated five year supply in order to calculate the estimated supply.

6.11 The current Redcar & Cleveland Local Plan is now more than five years old having been adopted in May 2018. This means, in accordance with the NPPF, the assessed local housing need estimate assumes the basis for determining the requirement, rather than local plan targets as in previous years.

6.12 Over the first 8 years of the plan period, from 1 April 2015 to 31 March 2023, there were 3,229 ⁽²⁾ net additional housing completions. This equates to over 80% of the minimum local plan requirement of 3,978 and it leaves a residual balance of 749 against that requirement. Annual completions have averaged 404 net.

6.13 In 2022/23, there were 431 net additional completions (459 gross), which is similar to the previous year. The proportion of affordable dwellings (40%) was an increase on 21/22 (32%) and substantially higher than the average in the six preceding years (20%). This illustrates the recent importance of affordable tenure in maintaining a consistent completion rate.

6.14 As at 31 March 2023, council records showed there were unimplemented planning permissions for an estimated 3,635 net additional dwellings, 97% of which (3,511) were on schemes of at least 5 dwellings (net). The remaining 124 dwellings were on 86 smaller sites (less than 5 dwellings), which included 12 outright stock losses on 9 sites. While it is not anticipated that all permissioned schemes will be implemented or completed within the plan period, it is also reasonable to assume that completions could be achieved on other sites, including sites which are currently the subject of planning applications awaiting determination.

2 Five Year Housing Land Supply Assessment 2023 data amended to account for late reporting of demolitions

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6.15 The 3,635 commitments included 541 recorded dwelling starts, over 80% of which were on five development sites at Portside Village (122), Kirkleatham Green (114), Woodcross Gate/Springwood Gardens (75), Hummersea Hills (70) and Castlegate (53).

6.16 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable supply from 1 April 2023 to 31 March 2028 is 1,640 dwellings. The estimated completions would comfortably evidence a five-year deliverable supply against the assessed requirement (310) and would surpass the residual balance against the local plan minimum requirement (740), prospectively within two years.

6.17 The table below shows yield broken down by planning and development status. More detailed analysis is available in the Redcar and Cleveland Five Year Housing Land Supply Assessment 1 April 2023 -31 March 2028.

Table 3 Estimated Deliverable Supply Summary 2023/24-2027/28

Supply Component	Sites	Deliverable Supply 2023/24 - 2027/28	Balance to Year 6
Under Development ⁽¹⁾	18	1,072	406
Detailed Permission	6	168	687
Detailed Application	4	298	118
Smaller Permissions (fewer than 5 dwellings net)	86	103	0
Total	114	1,640	848
Annualised Average	-	328	-

1. (excludes 32 starts on schemes of less than 5 dwellings net)

Brownfield Land Register

6.18 In 2017, the government published regulations requiring local planning authorities to prepare a brownfield land register and to review it at least annually. The register provides publicly available information on previously developed (brownfield) sites in Redcar & Cleveland which are considered to offer realistic potential for housing development.

6.19 Brownfield land registers consist of a part 1 and a part 2. Part 1 provides details of all sites included in the register. Part 2 list those sites which have also been granted 'permission in principle ("PiP")', which has a similar status to an outline planning permission.

6.20 The Redcar & Cleveland Brownfield Land Register was originally published in 2017, and was last updated in 2022. The Register comprises a spreadsheet arranged and populated in accordance with the government's published data standard. Part 2 was not completed; it is not compulsory for local authorities to grant PiP, though the Council can review its approach if appropriate.

Affordable housing

6.21 House prices in the borough remain lower than other parts of the UK. According to Land Registry House Price Index, the average house price in the borough at March 2023 was £152,955, up by approximately 4.7% from £146,063 in March 2022. This average house price is similar to the North East average of £152,527 and higher than the average in Middlesbrough (£138,899) and Hartlepool (£134,023) but lower than Darlington (£158,137) and Stockton (£165,962). The average house price for the UK increased by approximately 3% to £282,115, which is approximately 84% higher than in Redcar and Cleveland.

6.22 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.

6.23 During 2023-23 there were a total of 184 units of affordable housing delivered in the borough, an increase from the previous year. The majority of the units were on developments in South Bank, Marske, Normanby, Redcar and Loftus. They consisted of a mixture of house types including bungalows. The Government have introduced further support for first time buyers through its Help to Buy scheme, which was extended, and the First Homes initiative.

Gypsies, Travellers and Travelling Showpeople

6.24 The Government's Planning Policy for Gypsy and Traveller sites indicates that the local planning authority should identify the need for travelling community sites and pitches and then allocate sites to meet this identified need.

6.25 The Council has published its updated Gypsy and Traveller Accommodation Needs Assessment (GTAA) in 2015. This study indicated that there is a need to provide an additional 2 pitches over the next 5 years with a further 6 pitches required over the plan period to 2030, as set out in the table below. To ensure alignment with the upcoming Local Plan (i.e. up to 2032), the same formula was extended for a further 2 years which identified a need for one further pitch, bringing the total requirement to 9 pitches.

Table 4 Need for Additional Pitches

	Number of additional pitches required	Total number of pitches
2015-2020	2	20
2020-2025	3	23
2025-2030	3	26
2030-2032	1	27
Total	9	27

6.26 Using this evidence as a baseline, the Council will continue to keep up to date with the need for pitches within the borough by monitoring unauthorised encampments and keeping track of the number of pitches available at the designated site at The Haven, South Bank.

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6.27 The Haven currently provides 18 pitches. It is envisaged that an extension to this site will provide for the new household formation coming from the site and will accommodate the identified need for additional pitches over the plan period.

6.28 There are currently no sites for Travelling Showpeople in the borough and the GTAA indicates that there will be no demand for such a site within the Local Plan period.

6.29 During the 2022/23 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

Self-Build and Custom Build Register

6.30 The Self-Build and Custom Housebuilding Act 2015 requires local authorities to have a register of people who are interested in self-build or custom build housing projects in their area. The register enables the Council to understand the demand for self-build and custom build houses in the borough and to develop a strategy for providing plots to meet this demand.

6.31 The level of demand is established by reference to the number of entries added to an authority's register during a base period. The first base period begins on the day on which the register is established and ends on 30 October 2016. Each subsequent base period is the period of 12 months beginning immediately after the end of the previous base period. Subsequent base periods will therefore run from 31 October to 30 October each year.

6.32 At the end of each base period, the Council has three years in which to permission an equivalent number of plots of land, which are suitable for self-build and custom housebuilding, as there are entries for that base period.

6.33 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2023 (base period 8), one further entry was added bringing the total currently on the register to fourteen.

6.34 All entrants were interested in building detached houses or detached bungalows. Entrants were interested in a variety of locations and plot sizes, although the majority were interested in larger plots. The highest demand was for 4 bed dwellings.

Table 5 Self and Custom Build Register Entrants

Base period	2016 (1)	2016/17 (2)	2017/18 (3)	2018/19 (4)	2019/20 (5)	2020/21 (6)	2021/22 (7)	2022/23 (8)
Individual	2	4	0	3	1	1	0	1
Group	0	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0	0
Base period total	2	6	0	3	1	1	0	1
Running total	2	8	8	11	12	13	13	14

6.35 Previously when assessing the supply to meet this duty, outline or full permissions for individual dwellings were generally considered suitable for the purposes of self-build housing and for meeting the demand identified by the Council's self-build and custom build register.

6.36 The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) provides a legal definition of self-build and custom housebuilding. The Act does not distinguish between self-build and custom housebuilding and provides that both are where an individual, an association of individuals, or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals. In considering whether a home is a self-build or custom build home, relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout.

6.37 Off-plan housing, homes purchased at the plan stage prior to construction and without input into the design and layout from the buyer, are not considered to meet the definition of self-build and custom housing. Considering this definition, and the need to ensure input into design, only applications granted specifically for self or custom build have now been considered to meet the demand identified by the Council's self-build and custom build register. Unlike in previous monitoring years permissions for single plots are no longer counted as suitable for self or custom build unless explicitly stated.

6.38 The table below details that by October 2023, permission had been granted for eight self-plots, four plots less than the current requirement under the duty and six plots less than the current number of entrants on the register. The Council will support appropriate applications for self and custom build plots within the borough where they will help to meet the needs identified by the register.

Table 6 Suitable Self and Custom Build Permissions

Base period	2016 (1)	2016/17 (2)	2017/18 (3)	2018/19 (4)	2019/20 (5)	2020/21 (6)	2021/22 (7)	2022/23 (8)
Individual	0	0	6	0	0	1	1	0
Group	0	0	0	0	0	0	0	0
Base period total	0	0	6	0	0	1	1	0
Running total	0	0	6	6	6	7	8	8

Next Steps

- Continue to keep an up to date record of the supply of potential housing and employment land available within the borough, including the assessment of five-year deliverable housing supply.
- Continue to review the Brownfield Land Register and Self-Build Register.
- Ensure that sufficient permissions are granted to accommodate demand identified from the Self-Build Register in accordance with Council's duty by permitting suitable applications.

7 Environmental quality

Table 1 Environmental quality Indicators

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	0	Down (2)
EQ2	Number of applications permitted in sensitive landscape areas	13	Down (16)
EQ3	Number of applications permitted in historic landscape of the Eston Hills	3	Same
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	13,777m ²	Up (67.5m ²)
EQ5	Amount of new open space approved	0.01ha	Up (0)
EQ6	Percentage change in area of designated biodiversity sites	0.02%	Up (0)
EQ7	Number of heritage assets classified 'at risk'	5 Listed Buildings/ Structures/ Places of Worship	Same
		4 Scheduled Monuments	Same
		2 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	1	Same
EQ9	Total amount of waste collected (tonnes)	63,802 (Municipal)	Down (67,283)
		53,790 (Household)	Down (57,866)
EQ10	Percentage of household waste arising by management type	67.26% Energy recovery	Up (66.76%)
		13.05% Recycled (dry)	Down (20.86%)
		17.19% Composting/Aerobic digestion	Down (17.29%)
		6.06% Landfill	Up (0.59%)
EQ11	Number of planning applications approved for leisure facilities	3	Up (1)
EQ12	Number of applications approved in strategic gaps/green wedges	5 strategic gap/5 green wedge	Up (0)
EQ13	Loss of open space in conservation areas	0	Same

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

Heritage Assets

7.2 The repair, revitalisation and re-use of our heritage assets, listed buildings and conservation areas continues to be a priority for the Council. The Council has been working in partnership with owners and local community groups to make improvements to a range of heritage assets.

7.3 Historic England's Heritage at Risk Register provides a record of historic places most at risk and in need of support. In 2023, the number of Grade I and II* listed buildings on the Historic England at Risk Register has remained at four with one listed place of worship. Included on the list are:

- Bastion and ha-ha wall, Kirkleatham
- Kirkleatham Hall Stables
- Bastion, north west of Kirkleatham Stables
- Christ Church, Coatham Road, Redcar
- Remains of Kilton Castle (also scheduled monument)

7.4 Work on the Grade II* listed Red Barns is nearly complete and almost occupied, with this now being removed from the register. Work is ongoing at Kirkleatham and this Conservation Area has now been removed from the Register, although three Grade II* buildings remain at risk. In 2021, the historic Grade II listed Kirkleatham Walled Garden opened following a multi-million pound transformation.

7.5 Listed places of worship on the list benefit from Ecclesiastical exemption. This means that they are exempt from certain provisions of the planning acts, including the need to apply for listed building consent for ecclesiastical building.

7.6 The number of scheduled monuments remained the same. The monuments on the register include:

- Remains of Kilton Castle (also Grade I listed building)
- Eston Nab hill fort
- Bowl Barrow, Guisborough
- Manorial settlement

There were two Conservation Areas on the register:

- Loftus
- Coatham

7.7 Loftus is on the register due to a lack of planning restrictions meaning there have been inappropriate changes under permitted development rights, unsympathetic advertisements allowed via deemed consent, and neglect of both occupied and unoccupied buildings. Work is ongoing to improve Loftus High Street. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan was consulted on in early 2023. It will be published as a Supplementary Planning Document (SPD) in the near future. Coatham is on

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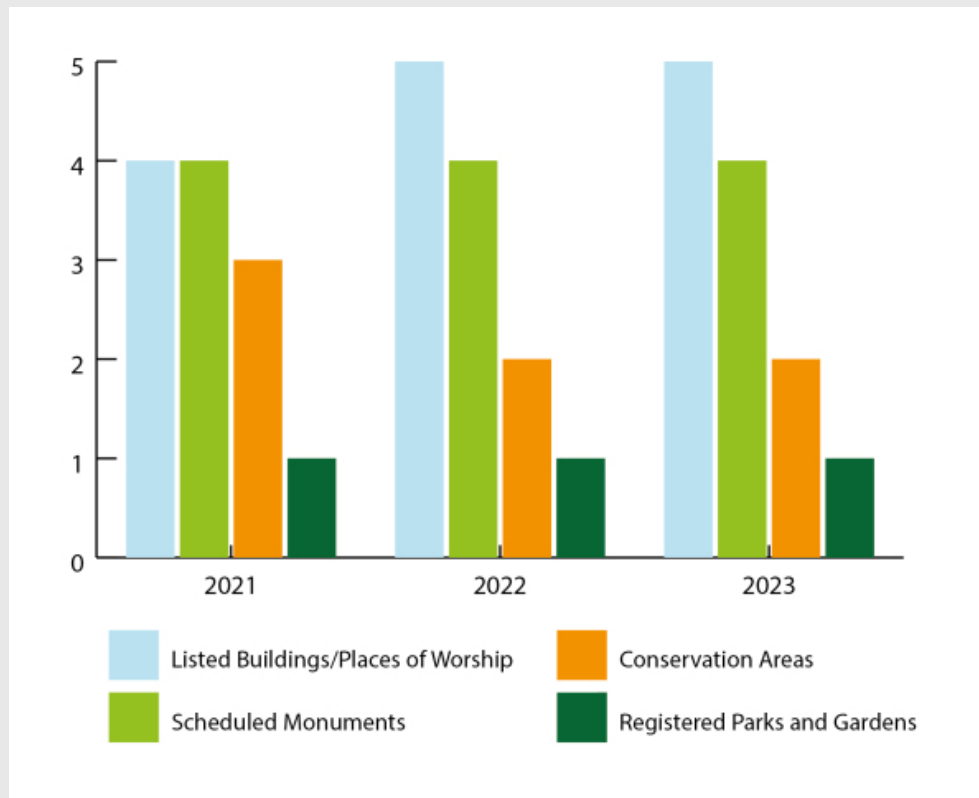
the list, again due to inappropriate changes under permitted development but also due to some neglect issues. Work has begun on updating Coatham's Character Appraisal and an updated appraisal for Guisborough is also currently being prepared.

7.8 The Council completed the Saltburn Conservation Area Management Plan in October 2019 and in September 2021 an Article 4 Direction and Local Development Order (LDO) came into force covering the Conservation Area. The Article 4 Direction will protect the character of the conservation area by removing certain permitted development rights, meaning that most external alterations to properties will require planning permission. The LDO prepared alongside the Article 4 Direction seeks to encourage sympathetic alterations to be carried out to properties in the conservation area by allowing specified alterations without planning permission.

7.9 Updated character appraisals and management plans for all conservation areas (outside of the National Park) are intended to follow.

7.10 Saltburn Valley Gardens remains at risk, with issues including path and step subsidence and unmanaged tree and shrub growth, primarily due to the steeply sloping nature of the site. An active 'friends group' was established and a management plan produced to steer improvement works which include restoration of the Albert Memorial and supplementary work, with future plans for landscape restoration.

Figure 1 Heritage at Risk



Heritage Coast and Sensitive Landscape Areas

7.11 The Local Plan places high priority on protecting the North Yorkshire and Cleveland Heritage Coast and the North York Moors National Park, which part of the borough lies within. The Plan also gives weight to protecting locally important landscapes, including the historic landscape of the Eston Hills and other Sensitive Landscape Areas.

7.12 During the monitoring period, thirteen applications were approved for development in sensitive landscape areas including household alterations, car parking, renewable energy and change of use. Three of these applications were also in the Eston Hills Sensitive Landscape Area. The impact of these proposals on the sensitive landscape areas were judged to be minimal.

7.13 Permission was granted for one development in the strategic gap between Marske and New Marske, a reserved matters application for residential development, convenience store, primary school, children's day nursery, GP surgery/pharmacy. Outline permission was granted at appeal where the Planning Inspectorate considered the development within the strategic gap to be acceptable. Permission was also granted for four applications within the Marske and Saltburn strategic gap including alterations to an existing building, creation of an allotment and permissions at Saltburn Golf Club. Proposals accorded with Policy N2 Green Infrastructure.

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Open Space

7.14 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. During the monitoring period permission was granted for four developments on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for an access road and car parking at Skelton United Football Club. This would not impact on playing pitches. Plans were approved for the redevelopment of Coronation Park at Loftus which will amend the layout of the park. Permission was also granted for a Park and Ride Facility at Coatham Marsh which would result in a loss of 13,777 m². The site is not currently accessible to the general public for recreational purposes and therefore it was stated that development would not contribute to an adverse impact on recreational opportunities.

7.15 The Green Flag Awards are judged by green space experts, who volunteer their time to visit applicant sites and assess them against eight specific criteria, including horticultural standards, cleanliness, sustainability and community involvement. In 2022/23, Green Flag Awards were once again given to two open spaces within the borough, Flatts Lane Woodland Country Park and Guisborough Forest and Walkway.

7.16 In 2022, Saltburn was recognised with Blue Flag status for the high quality of the seawater, clean beach and nearby amenities for the fourth year. However as bathing water quality status in Saltburn dropped from excellent to good, Saltburn was not eligible to apply for the status in 2023. Northumbrian Water has carried out major infrastructure works to significantly increase storm water storage capacity and reduce pollution by slowing down the flow rate through the rivers to the sea.

7.17 During the monitoring period environmental improvement projects have continued to take place across the borough.

Biodiversity

7.18 During the 2022-23 monitoring period there were five Sites of Special Scientific Interest (SSSI) within, or partially, within Redcar and Cleveland, excluding the National Park. The sites were:

- Teesmouth and Cleveland Coast
- Lovell Hill Pools
- Saltburn Gill
- Boulby Quarries
- Pinkney and Gerrick Woods

7.19 Based on the latest available Natural England survey data Lovell Hill Pools, Saltburn Gill and Boulby Quarries were in favourable condition. 73% of Pinkney and Gerrick Woods was in favourable condition, with 27% in unfavourable recovering condition. 66% of Teesmouth and Cleveland Coast was in unfavourable recovering condition, 3% unfavourable no change and 29% unfavourable declining condition.

7.20 The Teesmouth and Cleveland Cost SSSI was formally notified by Natural England in April 2019. This SSSI combines, links and extends seven previous SSSIs and underlies the Teesmouth and Cleveland Coast Special Protection Area (SPA). On 16 January 2020 proposals

were approved to extend the Teesmouth and Cleveland Coast SPA with breeding common tern *Sterna hirundo* and avocet *Recurvirostra avosetta*, and non-breeding ruff *Calidris pugnax* being added as features. Notably, in terms of the potential impacts on the SPA from recreation and tourism, these additional areas include the intertidal area as far south as Marske and Coatham Marsh.

7.21 As mentioned earlier in this report, in March 2022 Natural England advised that the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site was in an unfavourable condition due to nutrient enrichment, particularly from nitrates. Any development that could result in additional nutrients entering the water course, including proposals creating overnight accommodation within the catchment area, must therefore be assessed for impact on the SPA, with nutrient budget calculated and suitable mitigation provided in accordance with the Habitats Regulations. In March 2023 Natural England launched a Nutrient Mitigation Scheme which will allow some developers to apply for credits to offset the impact of residential development and create new wildlife habitats such as wetlands to intercept nutrients before they reach the waterway.

7.22 The Council published the Redcar & Cleveland Teesmouth & Cleveland Coast SPA Recreation Management Plan (RMP) in November 2017. The Management Plan supports implementation of the Local Plan, in particular Policy N4 Biodiversity and Geological Conservation, to ensure that adverse effects on the integrity of the SPA/Ramsar are avoided. This Management Plan is now a material planning consideration when considering planning applications for residential developments (which would result in the net addition of one or more units) and tourism/leisure proposals (both allocated in the Local Plan and windfall) within 6km of the SPA.

7.23 The Local Plan requires developers to contribute towards the mitigation measures listed in the RMP or provide other suitable mitigation to satisfy the requirements of the Habitats Regulations Assessment. Mitigation measures have begun to be implemented including improvements to alternative sites, the production and distribution of leaflets and an update of visitor surveys. During the reporting year £2,800 was collected through Section 106 agreements to fund mitigation measures.

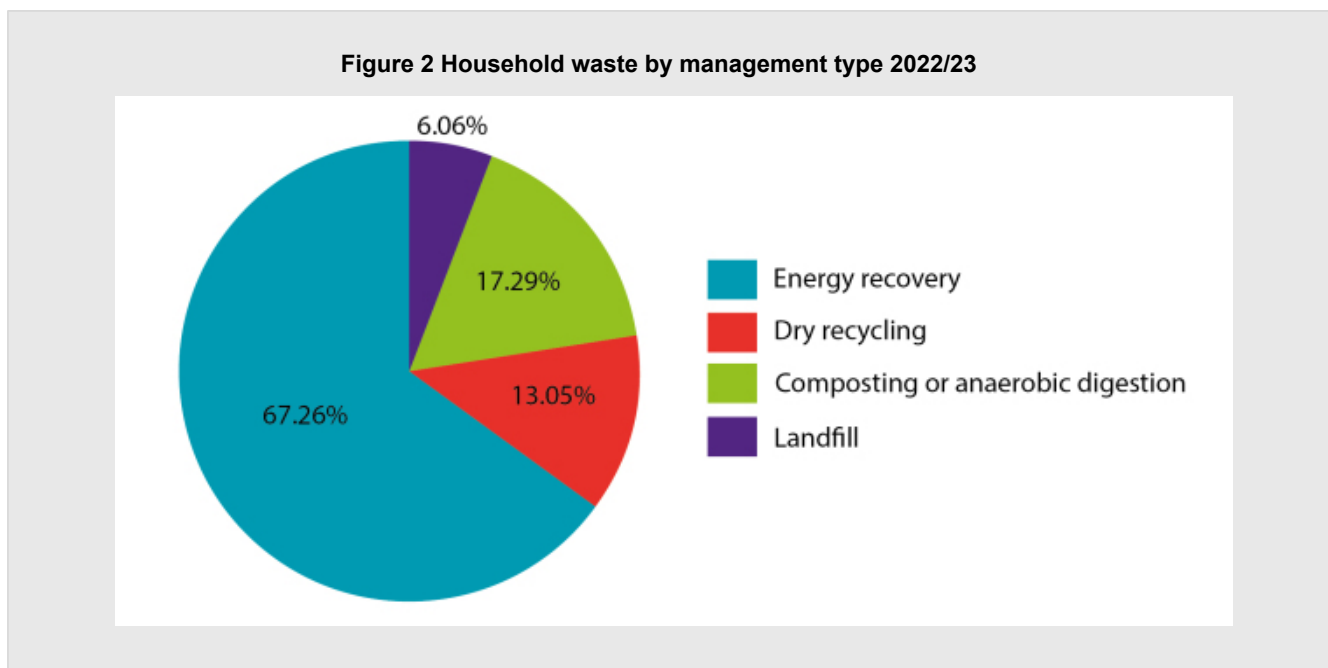
7.24 Local Sites can be Local Wildlife Sites or Local Geological Sites. They are the non-statutory conservation sites which do not have legal protection but have policy protection through the Local Plan. In January 2023, the Schedule of Local Sites and the on-line Local Plan Policies Map were updated to include the designation of the South Bank Station, Black Path Local Wildlife Site. As of March 2023, there were 104 Local Sites within the borough, including the area which lies within the National Park, 26.9% were in positive management.

Minerals and Waste

7.25 The five Tees Valley Unitary Authorities adopted the joint Minerals and Waste Development Plan Documents in September 2011. A Local Aggregates Assessment (LAA) was first published by the joint authorities in July 2016 and last updated in November 2023. The LAA explains that there is expected to be a continued reliance on imports of primary aggregates from North Yorkshire and other areas of the North East, particularly in the short to medium term. It is therefore important to continue to liaise with authorities which export aggregates to the Tees Valley.

7 Environmental quality

7.26 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2022/23, 63,802 tonnes of municipal waste was collected, a 5.2% decrease from 67,283 tonnes in 2021/22. A total of 53,790 tonnes of household waste was collected, a 7.0% decrease from 57,866 tonnes in 2021/22. The percentage of household waste sent to landfill increased to 6.06%, the landfill rate was particularly higher than normal in the second quarter of 2022/23 at 19.0%. There was a decrease in the amount of waste sent for recycling and a slight decrease in waste sent for composting or anaerobic digestion. The amount of waste sent for energy recovery increased slightly to 67.26%.



7.27 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 Mine to Teesport. No permissions were granted for minerals or aggregates during the monitoring period.

Leisure and recreation facilities

7.28 In previous years approvals for D2 uses were monitored, however with changes to the use class system leisure and recreation facilities now fall within E and F2 use classes. Within the year permission was granted for three facilities related to leisure and recreation, the provision of an outdoor cricket practice facility, extension to a golf driving facility and provision of an external store at Eston Leisure Centre.

7.29 The Local Plan and the Developer contributions SPD aims to improve and increase the level of leisure and recreation facilities where there are gaps in provision. Financial contributions will continue to be sought where possible to improve provision in locations where new housing development takes place.

Next Steps

- Continue to ensure development in or adjacent to Heritage Assets is appropriate by proactively promoting the council's householder guide to conservation areas, Conservation Area Character Appraisals and produce Conservation Area Management Plans for each of the Conservation Areas.
- Continue to work with Tees Valley Local Nature Partnership to identifying potential opportunities for improvements to biodiversity and geodiversity and to explore the development of a Nature Recovery Strategy for the Tees Valley.
- Continue to ensure good design in new development is promoted.
- Implement the Local Plan to protect the natural and historic environment.
- Ensure appropriate developer contributions are secured, including to fund the mitigation measures set out in the SPA Recreation Management Plan and also improve public facilities.

8 Transport and community infrastructure

Table 1 Transport and Community Infrastructure Indicators

Indicator		Output	Trend
TCI1	Number of major applications requiring travel plans	6	Down (25)
TCI2	Number of people killed or seriously injured in traffic accidents	63	Up (59)
TCI3	Bus patronage	2.85 million	Up (2.3 million)
TCI4	Number of new community facilities permitted (F1)	11	Up (0)
TCI5	Number of community facilities lost	0	Same
TCI6	Annual rail patronage	900,918	Up (819,956)
TCI7	Length of improved path	554m	Down (4.8km)

8.1 This section seeks to reflect on the Council's delivery of the transport policies within the Local Plan 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 new projects.

Transport

8.2 Bus patronage was in decline for many years, before a very sharp decline during the COVID-19 pandemic. In 2022/23 there were approximately 2.85 million bus journeys. This is an increase from 2.3 million journeys in 2021/22 but this is still well below 3.35 million journeys in 2019/20. The Council will continue to promote sustainable forms of transport to stem the decline in the use of these modes of transport.

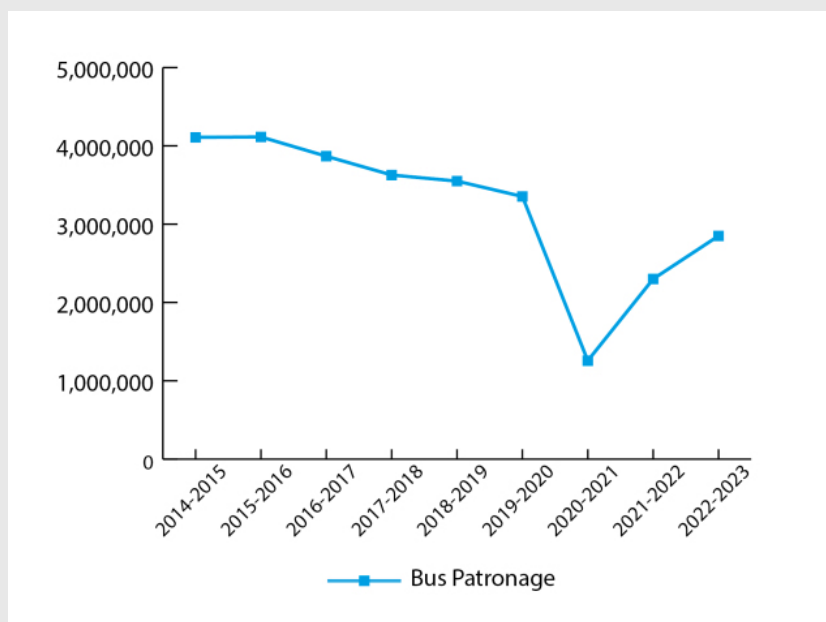
8.3 According to Office of Rail and Road estimates of station uses in 2022/23 there were 900,918 entries and exits of passengers in the eight stations in Redcar & Cleveland, an increase from 819,956 in 2021/22 but still below 953,986 entries and exits in 2019/20. This pattern is similar to the national picture. Prior to the COVID-19 pandemic entries and exits had increased year on year. The borough's busiest station was Redcar Central with 367,424 entries and exits recorded.

8.4 The Joint Travel Needs Assessment, a technical assessment of the transport networks in the borough and neighbouring Middlesbrough, identified that key road junctions in the borough will need improving if future travel needs are to be met. In November 2022 work was completed on large-scale improvement works to the A171 at Swans Corner Roundabout. The scheme is designed to improve journey times, reduce congestion and accommodate future traffic growth. The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward improvements. Implementation of the Local Transport Plan and Local Plan will help to

8 Transport and community infrastructure

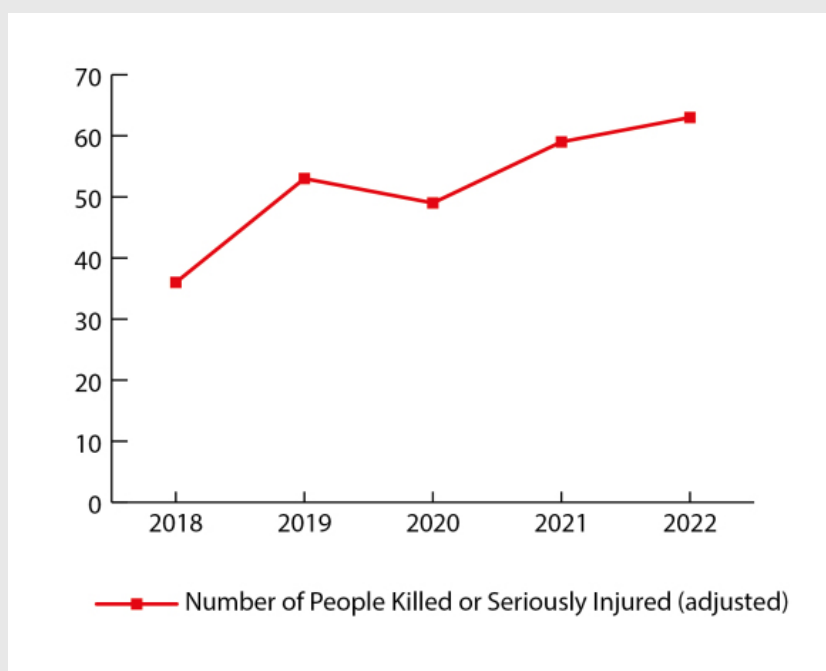
create sustainable and active communities, including through improving safety and health. In 2022/23, there was 554m of improved Public Rights of Way path including 120m of newly installed path, 234m of scraped off path and 200m of improved drainage and surfacing.

Figure 1 Bus Patronage



8.5 According to latest Department for Transport figures the number of people killed or seriously injured in traffic accidents (adjusted) increased to 63 in 2022 from from 59 in 2021.

Figure 2 Number of people killed or seriously injured (adjusted)



8 Transport and community infrastructure

Community Facilities

8.6 In September 2020 changes to the use class system meant that Class D1 Non-residential institutions and D2 Assembly and leisure uses were revoked and replaced with new E 'Commercial, Business and Service', F 'Local Community and Learning' and newly defined 'Sui Generis' uses classes.

8.7 Within the monitoring period there were eleven permissions for F1 Learning and non-residential institutions uses including improvements to a number of libraries and education/training facilities. There were two permissions for F2 uses relating to outdoor sports facilities.

8.8 Contributions towards leisure were gathered from developers during the monitoring period.

Next Steps

The Council will:

- Work with the Tees Valley Combined Authority to adopt and implement the Tees Valley Strategic Transport Plan, including the delivery of projects in Redcar & Cleveland through the Local Implementation Plan.
- Continue to encourage a modal shift to sustainable and active modes of transport through the Local Plan and Local Transport Plan, and continue to seek external funding to improve public transport provision and highways improvements within the borough.
- Promote and protect vital community facilities through the Local Plan, particularly in rural parts of the borough.

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