



Redcar & Cleveland Authority's Monitoring Report 2023-2024



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 2023 to 31 March 2024, 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 2023 - 2024. 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 in 2011. 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 Interest.

2 A place called Redcar and Cleveland

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.

2.12 In March 2024 there were 3,395 claimants (4.2%), a slight decrease from April 2023 when there was 3,535 claimants (4.4%), although it should be noted that there are monthly fluctuations in the rate. In comparison the North East figure decreased from 4.3% to 4%, and the figure for Great Britain remained at 3.8% over the same period.

Climate

2.13 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.

2.14 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 January 2024 was the warmest January since records began.

2.15 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.

2.16 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 Since the last AMR the new Government have proposed some significant reforms to the planning system.

National Planning Policy Framework (NPPF) 2024 and Planning Reform

3.2 Following consultation earlier in the year, on 12 December 2024 the Government published a revised NPPF and additional supporting documents including on calculating local housing need (December 2024 - new standard method) and updated Planning Practice Guidance (PPG). Changes to the NPPF for plan-making will take effect 3 months after publication of the new NPPF. Changes include:

Reintroduction of Mandatory Housing Targets and new Standard Method for calculating housing need

3.3 The Government have reversed changes made in December 2023 removing the word 'advisory' and reference to the exceptional circumstances in which the use of alternative approaches to assess housing need may be appropriate. Revised planning practice guidance on assessing housing needs and additional guidance on setting a housing requirement have been published.

3.4 One of the most significant changes is a new Standard Method for calculating housing need. The proposed new method is based on taking a percentage of the current housing stock of the area and uplift based on an affordability ratio. The proposed method results in a significant increase in the figure for the borough. Other changes proposed include a greater focus on cross boundary working to deliver infrastructure and housing need.

Restoration of Five-Year Housing Land Supply Rules

3.5 Local planning authorities are again required to demonstrate a five-year housing land supply, regardless of status of plan preparation. Authorities with plans adopted under the old standard method must provide an extra year's worth of homes in their 5-year housing pipeline.

Affordable Housing requirements

3.6 The requirement to deliver at least 10% of the total number of homes on major sites as affordable home ownership, as well as the requirement that 25% of affordable housing units delivered through section 106 planning obligations should be First Homes, both no longer apply. The option to deliver First Homes both through section 106 planning obligations and exception sites will, however, remain in place. Support for mixed tenure sites and community-led housing is also strengthened. Social rent has been defined separately in the NPPF glossary.

Economy

3.7 The NPPF has been updated to strengthen support for key sectors for growth including laboratories, gigafactories, data centres, freight and logistics.

3.8 Other changes include identifying land for economic growth, vision-led approach to transport planning, promoting healthy communities, hot food takeaways, climate change and green belt. Transitional arrangements have been introduced for plan making.

3 Monitoring plan making

3.9 What progress has been made on the Local Plan?

3.10 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. Following the aforementioned planning reforms the Council will soon publish a new timetable for Local Plan production, however for this AMR performance is measured against the LDS that was published in November 2016.

3.11 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

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

3.13 The Local Plan was adopted in 2018 and is over five years old. While a five year housing land supply can continue to be demonstrated against the Local Plan requirement and the lower minimum requirement, this position is due to change as a result of the new Standard Methodology. The Council will prepare a new timetable for the review of the Local Plan following confirmation of the planning reforms proposed by the new Government.

Community Infrastructure Levy

3.14 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.

3.15 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

3.16 The latest Statement of Community Involvement (SCI) was adopted by the Council in February 2021. The SCI explains how the Council will involve the local community and stakeholders, and provides more information to communities on Neighbourhood Planning.

Supplementary Planning Documents (SPDs)

3.17 In April 2024 the Council adopted the Loftus Conservation Area Management Plan Supplementary Planning Document. This SPD has been prepared to provide further information on our approach to preserving and enhancing the Loftus Conservation Area and how this will be monitored.

Redcar and Cleveland Housing Strategy 2019-2024

3.18 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.

3.19 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. 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

3.20 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.

3.21 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 Monitoring plan making

3.22 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.

3.23 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

3.24 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 2023 to March 2024 was 93.3% 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 2023/24, 90.6% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

3.25 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 2023/24, the percentage of major and minor applications granted at appeal was below this threshold.

Next Steps

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

Table 1 Sustainability and Design Indicators

Indicator		Output	Trend
SD1	Percentage of development in urban and coastal area	68% housing	Same
		100% employment	Up (99%)
SD2	Percentage of housing on Previously Developed Land (PDL)	30% PDL	Up (20%)
		70% greenfield	Down (80%)
	Percentage of employment on Previously Developed Land (PDL)	100% PDL	Same
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	0	Down (1)
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: Good	Same
		Marske: Good	Down (Excellent)
		Redcar (Stray): Excellent	Same
		Redcar (Granville): Excellent	Same
		Redcar (Coatham): Good	Down (Excellent)
		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

4 Sustainability and Design

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 (49% urban/19% coastal). This is the same overall percentage as in 2022/23. 32% of housing development took place in the rural area. All employment floorspace (E(g)/B2/B8) recorded as being completed during the monitoring period took place in the urban/coastal area, a small amount of office floorspace created through change of use at Redcar library.

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 2023/24, 30% of housing development took place on PDL, an increase from 20% in 2022/23.

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.

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.

4.9 Strong progress has already been made, as of 2024 Council emissions are down to 5,333ktCO₂ from 6,630ktCO₂ in 2022. 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 Although no permissions were granted for stand-alone renewable energy schemes during the monitoring period, permission was granted for a number of developments which included a renewable energy element, including solar voltaic panels and air source heat pumps. Many small scale renewables, such as solar panels may also have been undertaken under permitted development rights. Where possible we will aim to improve monitoring of renewable and low carbon energy in the future.

4.11 There are six water quality monitoring points along our coast. Classifications are made for each bathing water annually. In 2023, half of the sites were classed as excellent Redcar Granville, Redcar Stray and Redcar Lifeboat Station. The remainder, Coatham, Marske and Saltburn were 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 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 Bran 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. During the monitoring period planning permission was granted for a new kiosk containing control panels and aeration blower units required for the treatment of effluent at Northumbrian Water's Bran Sands Effluent Treatment Works.

Developer Contributions

4.13 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 affordable housing, education, health and leisure. Contributions were also collected towards actions identified in the Teesmouth & Cleveland Coast Special Protection Area Recreation Management Plan.

5 Economic development

Table 1 Economic Development Indicators

Indicator		Output	Trend
ED1	Amount of available employment land (Ha/gross)	Approx. 817ha	Down (approx. 819ha)
ED2	Employment land developed	1.78ha	Down (7.52ha)
ED3	Total employment floorspace developed (by use class)	E(g): 525m ²	Up (48m ²)
		B2: 0m ²	Down (825m ²)
		B8: 0m ²	Down (99.4m ²)
ED4	Loss of employment land to non-employment uses	0.1ha	Up (0 ha)
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	12.1%	Up (9.8%)
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	8.2%	Up (7.7%)
ED7	In-Centre floorspace permitted (gross)	1348m ²	Up (244m ²)
ED8	Out of centre floorspace permitted (gross)	2660m ²	Down (3873m ²)
ED9	Number of farm diversification schemes approved	3	Up (0)
ED10	Number of tourism/leisure facilities permitted	11	Up (2)
ED11	Unemployment rates	4.4%	Up (3.9%)
ED12	No. of sites/pitches approved	1	Down (2)
ED13	Percentage of people (16-64) with no qualifications (2023)	5.7%	Down (8.2%)
ED14	Percentage of pupils meeting RQF2 level and above (2023)	88.4%	Up (76.8%)
ED15	No of applications for conversions from residential to tourist accommodation approved	0	Down (1)
ED16	No of equestrian developments approved	1	Up (0)

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.

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 817ha (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 Approximately 525m² of office space (E(g)) was delivered in Redcar town centre following a change of use from library at Kirkleatham Street. No further employment related development (B2 or B8) was recorded as being completed during the monitoring period. It should however be noted that changes to permitted development rights may result in the creation of office floorspace through change of use from another E use class without the requirement to apply for planning permission. Development that would create new employment floorspace has also been permitted over the monitoring period, and employment related developments have been under construction. 1.78ha of land previously recorded as available has been reclassified as developed over the monitoring period including a soil and aggregate recycling and washing plan facility off John Boyle Road and land at South Bank which is being developed for factory units. 0.1ha of employment land was lost to alternative uses, a brewery and tap room at Longbeck Industrial Estate, Marske.

5 Economic development

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. The Council's 2018 Industrial Estates Strategy and the Area Growth Plans set out how this will be achieved.

Employment Rates

5.9 In April 2003 to March 2024, the unemployment rate (model based) in Redcar & Cleveland was 4.4%, an increase from 3.9% in April 2022 to March 2023. This compared to a national rate (Great Britain) of 3.9% and a North East figure of 4.4%, both of which have increased from the previous year.

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 (2024)

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	-	-	1	-	-	-	-
C1	-	1	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-

5 Economic development

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
	a)	-	-	-	-	-	-	-
C3	-	128	14	55	50	-	27	23
C4	-	-	-	-	-	-	-	-
E	a)	208	30	86	16	8	33	45
	b)	33	2	22	-	1	3	12
	c)	39	7	19	2	-	4	4
	d)	2	1	2	-	-	-	-
	e)	6	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	11	-	1	-	-	-	1
F1	-	14	1	9	1	1	1	2
F2	a)	-	-	-	-	-	-	-
	b)	2	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	45	6	17	2	1	3	3
	n)	4	2	2	-	1	-	1
	p/q)	29	5	12	3	1	4	4
	r)	26	12	7	1	-	5	5
Total Units		551	80	238	78	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.

5 Economic development

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

Centre	Floorspace (m ²)		% Vacant 2024 (% 2023)
	Total	Vacant	
Redcar	88,595	14,316	16.2% (11.8%)
Eston	9,867	2,089	21.2% (20.2%)
Guisborough	27,082	2,362	8.7% (9.8%)
Loftus	4,052	422	10.42% (6.1%)
Low Grange	20,089	0	0% (0%)
Marske	7,013	122	1.74% (0.7%)
Saltburn	10,362	828	7.8% (8.8%)
Total	167,060	20,139	12.1% (9.8%)

5.15 Over the reporting year, there was an overall increase in vacant floorspace in the main town centres (as a percentage of commercial uses (excluding all C uses classes apart from C2 Hotels/Hostels). Overall vacancy rates increased to 12.1% in 2023/24 from 9.8% in 2022/23. The highest overall percentage of vacant floorspace was in Eston (21.2%), however a number of the vacant units are located within Eston Precinct where redevelopment is planned to create high-quality retail and leisure facilities and will enhance the surrounding area with new paving, trees and benches. These developments will help to attract new retailers and provide a better and more vibrant environment for residents to shop. There were also increases in Redcar and Loftus, with a very small increase in Marske which continues to have a very low vacancy rate at 1.74%. In Loftus a number of improvement projects have been undertaken to transform the High Street, with others continuing. In Redcar major construction is underway to create a new venue which will include a new library with further improvements to the High Street. Guisborough and Saltburn saw a small decrease in overall vacant floorspace, vacancy rates in both centres are below the borough average.

5.16 Table 4 shows that there are 106 vacant commercial units in the town and district centres. This is the second yearly increase and is the highest number since the Plan was adopted in 2018.

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

	2018	2019	2020	2021	2022	2023	2024
Redcar	63	62	63	63	58	57	62
Eston	8	5	7	8	7	10	14
Low Grange	0	0	0	0	0	0	0
Loftus	5	5	7	6	6	5	6
Marske	1	1	2	3	1	1	2
Guisborough	10	12	19	22	16	16	16

5 Economic development

	2018	2019	2020	2021	2022	2023	2024
Saltburn	5	3	2	2	3	7	6
Total	92	94	100	104	91	96	106

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 small increase in the number of units in poor or very poor condition, with an additional 4 units in this category across the Borough. Eston continues to have the highest percentage of units in poor or very poor condition (18.5%), however significant improvements are planned to the High Street at Eston Precinct where a number of the poorest condition units are located. Overall, the 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 2022/23
Redcar	104	183	85	39 (9.5%)	37
Eston	14	19	20	12 (18.5%)	10
Low Grange	14	0	0	0 (0%)	0
Loftus	11	9	5	3 (10.7%)	4
Marske	21	24	8	1 (1.9%)	1
Guisborough	95	52	26	9 (5.0%)	8
Saltburn	34	27	13	4 (5.1%)	4
Total	293 (35.2%)	314 (37.7%)	157 (18.9%)	68 (8.2%)	64

Town Centre Use Permissions

5.19 There was an increase in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 1348m² compared to 244m² in the previous period. The majority of the floorspace permitted was offices (approximately 525m²) as part of a change of use from library to library and offices in Redcar town centre. Other permitted schemes included a change of use to an aparthotel, a fitness centre and a small amount of additional retail floorspace.

5 Economic development

5.20 Outside of the designated retail centres, permission was granted for 2660m² across a number of schemes which was lower than the previous year. The largest amount of floorspace granted was in relation to a change of use to a hotel at Boosbeck and a wider scheme at Gripps Farm which includes the creation of a café and farm shop. Other permissions included retail development.

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. No new permissions for hot food takeaways were granted in the centres.

5.23 Outside of the designated centres, a variation of condition was granted to allow the subdivision into smaller units of a unit previously granted permission for restaurant/hot food takeaway with 'drive - thru' at Grangetown.

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	3.7%
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%

5 Economic development

	No. A5 Units	Proportion of commercial units in A5 use
Saltburn	5	6.2%
Skelton	1	3.0%
Total	78	7.7%

5 Economic development

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

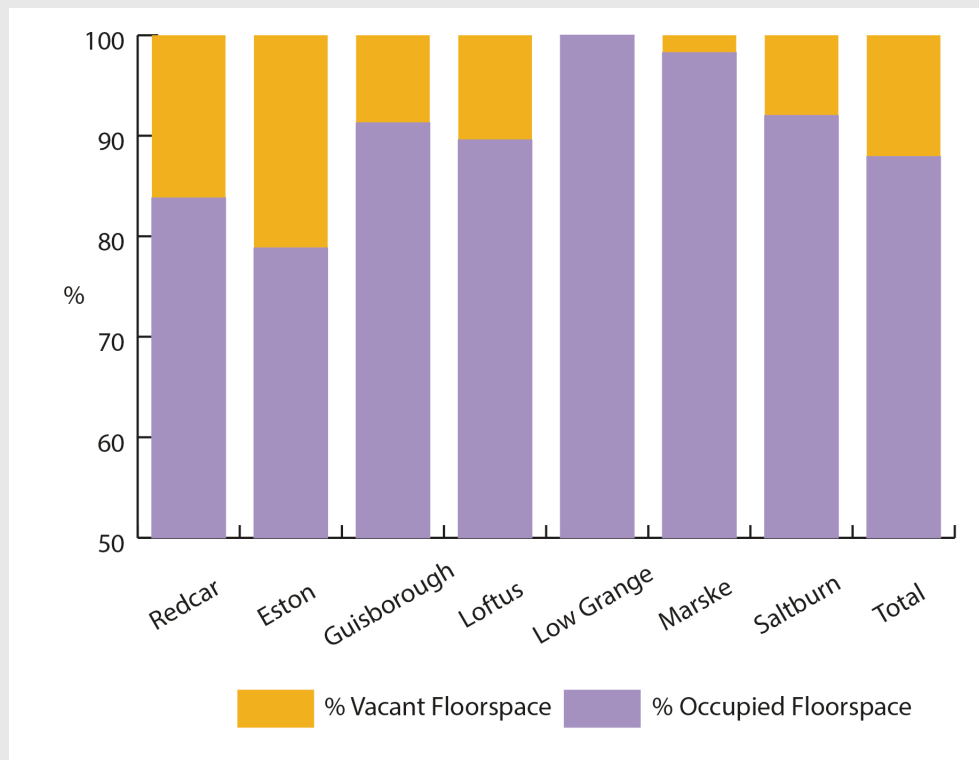


Figure 2 Percentage of units in poor/very poor condition in the town and district centres (commercial uses only)

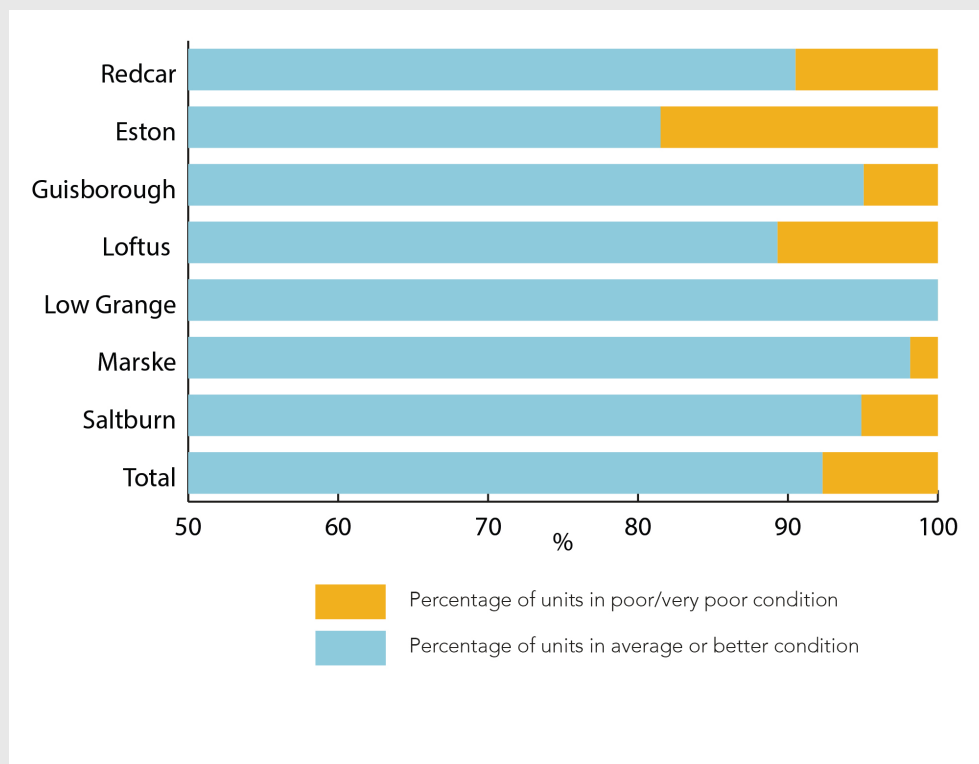
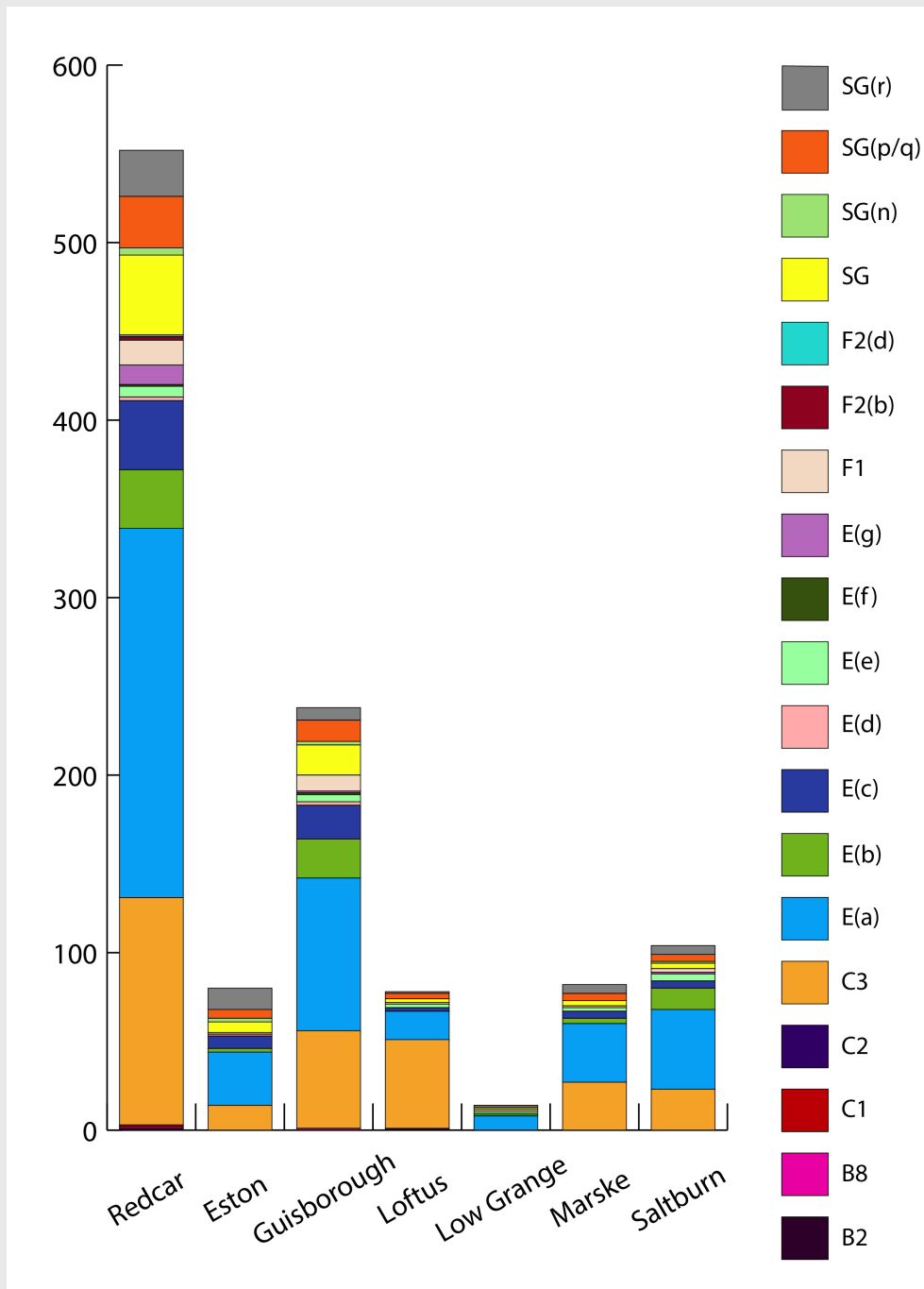


Figure 3 Units in the town and district centres by use class



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. Three farm/rural enterprise diversification schemes were approved during the monitoring year, including for horticulture retail, equestrian use, including formation of gallops, horsewalker and conversion to stables, at Priescrofts Farm, Boosbeck and a proposal at Gripps Farm for a number of new uses including holiday lets, farm shop, café and children's play area/animal viewing.

5 Economic development

5.25 Permission was granted for four temporary moveable shepherd's huts for use as holiday let accommodation at land East of Gisborough Hall. Permission was also granted for a number of tourist accommodation schemes including the conversion of a number of buildings in locations including Redcar, Boosbeck and Loftus.

5.26 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	471	Up (431)
H2	Number of new housing completions (gross)	491	Up (459)
H3	Number of housing completions on allocated sites	223	Up (159)
H4	Number of affordable dwellings delivered	271	Up (184)
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.

6.2 As discussed earlier in this report in December 2024 the Government published an updated National Planning Policy Framework (NPPF) and reforms to the planning system. One of the key changes was the reintroduction of mandatory housing targets and revised planning practice guidance on assessing housing needs and guidance on setting housing requirement. A new standard method has been introduced that uses existing housing stock as a baseline (0.8%) with affordability adjustment where necessary. This has resulted in a significantly higher housing requirement for Redcar and Cleveland, 559 dwellings per annum. Changes have also been made to requirements for five-year housing land supply, including a new requirement that plans adopted under the old standard method must provide an extra year's worth of homes in their five-year housing pipeline. For plan making changes to the NPPF will take effect in March 2025.

6.3 As these changes have taken place outside of this AMR's monitoring period, analysis is based on targets set in the Local Plan 2018 and housing need calculated using the previous standard method, this includes the five-year housing land supply. Changes will be reflected in future AMRs.

Major Planning Applications

6.4 The following major applications for housing development have been granted within the monitoring year:

- R/2022/0670/FFM Yew Tree Care Centre, Redcar - detached 2 storey care home (20 units) with attached single story nursing home (3 units).
- R/2023/0561/RMM Land off Nightingale Road, Galley Hill, Guisborough - reserved matters approval for the erection of 51 no. dwellings (appearance, landscaping, layout and scale) pursuant to planning consent R/2018/0621/OOM.
- R/2023/0353/RMM Land West of Kirkleatham Lane, Redcar - reserved matters application (appearance, layout, scale and landscaping) following outline approval R/2021/0019/OOM for 204 residential units.

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- R/2022/0965/CAM Former Coop Building, High Street, Loftus - change of use and conversion of existing first and second floor offices into 15 self-contained flats.
- R/2022/0061/RSM Former Normanby Hotel, Normanby Road, Normanby - outline application for a mixed use development over 3 floors to include 3 retail units, public house and 11 residential apartments.

6.5 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. Natural England have launched a Nutrient Mitigation Scheme which allows 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

6.6 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 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.

6.7 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.

6.8 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 previous standard method for assessing housing need, rather than the higher target in the Local Plan or requirements based on the new standard method 2024. The latest published performance figure for Redcar & Cleveland is 645% (2023 measurement).

6.9 During the past 9 years, we have delivered new housing at an average rate of approximately 443 dwellings per annum (gross) and 411 dwellings per annum (net). The number of new homes completed (gross) increased from 459 in 2022/23 to 491 in 2023/24. 223 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
2023 - 24	491	20	471
2015 - 24 (total)	3986	286	3700

6.10 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.

6.11 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 review of the Local Plan.

Five Year Supply

6.12 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 Housing

6.13 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. As mentioned previously this assessment is based on requirements calculated using the previous standard method.

6.14 Over the first 9 years of the plan period, from 1 April 2015 to 31 March 2024, there were 3700⁽²⁾, net additional housing completions. This equates to over 93% of the minimum local plan requirement of 3,978 and it leaves a residual balance of 278 against that requirement. Annual completions have averaged 411 net and have ranged from 213 (in 2015/16) to 516 (2016/17).

6.15 In 2023/24, there were 471 net additional completions (491 gross), which is higher than the previous year. The proportion of affordable dwellings (58%) was an increase from 2022/23 (40%) and 21/22 (32%). This illustrates the recent importance of affordable tenure in maintaining a consistent completion rate.

6.16 As at 31 March 2024, Council records showed there were unimplemented planning permissions for an estimated 2,374 net additional dwellings, 95% of which (2,267) were on schemes of at least 5 dwellings net, of which the largest sites were at Land South of Marske (810 dwellings), Kirkleatham Green Phase II (204), Woodcross Gate/Spring Wood Gardens (185) and Portside Village (169). The balance of the supply (103 dwellings) was on 87 smaller sites with permission for fewer than 5 dwellings net. 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, outstanding housing allocations and other 'windfall' sites.

6.17 The estimated permissions included 492 recorded dwelling starts, over two-thirds of which were on four development sites, at Portside Village (94 starts), Woodcross Gate / Springwood Gardens (83) and extra-care independent living schemes at Cleveland Gate (83) and Kirkleatham Green (75). Development of general housing at Kirkleatham Green phase II recently commenced and is expected to accelerate significantly in 24/25.

6.18 In addition to recorded commitments, there were undetermined major detailed applications on allocated sites at Low Grange Farm (396 dwellings), Land South of Mickledales (114) and Cragg Hall Farm (70) and applications on other, i.e. windfall sites.

6.19 In summary, housing completions have heavily overachieved against the average minimum annual requirement in the Local Plan (234) and, given current and prospective commitments, it would be reasonable to assume that there is sufficient capacity to continue to exceed it over the course of the assessment period.

6.20 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable supply from 1 April 2024 to 31 March 2029 is 1,460 dwellings. The estimated completions would therefore comfortably evidence a five-year deliverable supply against the assessed requirement in place during the monitoring period.

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

6.21 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 2024 -31 March 2029.

Table 3 Estimated Deliverable Supply Summary 2024/25-2028/29

Supply Component	Sites	Deliverable Supply 2024/25 - 2028/29	Balance to Year 6
Under Development ⁽¹⁾	14	873	0
Detailed Permission	9	364	600
Reserved Matters Application	2	131	271
Smaller Permissions (fewer than 5 dwellings net)	87	92	0
Total	112	1,460	871

1. (as recorded at 31 March 2024 and excluding 31 recorded starts on smaller schemes of less than 5 dwellings net)

Brownfield Land Register

6.22 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.

6.23 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 lists those sites which have also been granted 'permission in principle ("PiP")', which has a similar status to an outline planning permission.

6.24 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

6.25 House prices in the borough remain lower than other parts of the UK. According to Land Registry House Price Index ⁽³⁾ the average house price in the borough at March 2024 was £155,635, up from £153,203 in March 2023. This average house price is very slightly higher than the North East average of £155,360 and the second highest in the Tees Valley after Stockton-on-Tees. The average house price for the United Kingdom in March 2024 was £277,049, which is approximately 78% higher than in Redcar and Cleveland. It should be noted that this is only a snapshot of average house price in March 2024 and may not reflect wider trends and fluctuations.

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6.26 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.

6.27 Affordable housing is defined as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). It may include affordable housing for rent, discounted market sales housing, and other affordable routes to home ownership such as shared ownership or rent to buy.

6.28 During 2023-24 there were a total of 271 units of affordable housing delivered in the borough, an increase from 184 in the previous year. The majority of the units were delivered in large developments in the areas of South Bank, Normanby, Redcar and Loftus, and in smaller developments in Lower Eston and Skelton. There was a general mixture of house types delivered across these schemes, including detached, semi-detached, terraced and bungalows.

Gypsies, Travellers and Travelling Showpeople

6.29 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.

6.30 The Council has published its updated Gypsy and Traveller Accommodation Needs Assessment (GTAA) in 2015. This study suggested a need to provide an additional 2 pitches over the first 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

6.31 Using this evidence as a baseline, the Council continues to monitor 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.

6.32 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 if required.

6.33 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.

6.34 During the 2023/24 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

Self-Build and Custom Build Register

6.35 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.

6.36 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.

6.37 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.

6.38 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2024 (base period 9), one further entry was added bringing the total currently on the register to fourteen.

6.39 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)	2023/24 (9)
Individual	2	4	0	3	1	1	0	1	0
Group	0	0	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0	0	0
Base period total	2	6	0	3	1	1	0	1	0
Running total	2	8	8	11	12	13	13	14	14

6.40 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.

6.41 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

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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.

6.42 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. Permissions for single plots are no longer counted as suitable for self or custom build unless explicitly stated.

6.43 The table below details that by October 2024, permission had been granted for ten self-plots, three plots less than the current requirement under the duty and four 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)	2023/24 (9)
Individual	0	0	6	0	0	1	1	2 ⁽¹⁾	0
Group	0	0	0	0	0	0	0	0	0
Base period total	0	0	6	0	0	1	2	0	0
Running total	0	0	6	6	6	7	8	10	10

1. entry added 23/24

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 and Custom Build Register.
- Ensure that sufficient permissions are granted to accommodate demand identified from the Self-Build and Custom Build Register in accordance with Council's duty by permitting suitable applications.

Table 1 Environmental quality Indicators

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	4	Up (0)
EQ2	Number of applications permitted in sensitive landscape areas	9	Down (13)
EQ3	Number of applications permitted in historic landscape of the Eston Hills	0	Down (3)
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	993.75m ²	Down (13,777m ²)
EQ5	Amount of new open space approved	0ha	Down (0.01 ha)
EQ6	Percentage change in area of designated biodiversity sites	0%	Down (0.02%)
EQ7	Number of heritage assets classified 'at risk'	5 Listed Buildings/ Structures/ Places of Worship	Same
		7 Scheduled Monuments	Up (5)
		2 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	3	Up (2)
EQ9	Total amount of waste collected (tonnes)	67,728 (Municipal)	Up (63,802)
		57,167 (Household)	Up (53,790)
EQ10	Percentage of household waste arising by management type	65.42% Energy recovery	Down (67.26%)
		12.96% Recycled (dry)	Down (13.05%)
		19.25% Composting/Aerobic digestion	Up (17.19%)
		7.12% Landfill	Up (6.06%)
EQ11	Number of planning applications approved for leisure facilities	3	Same (3)
EQ12	Number of applications approved in strategic gaps/green wedges	4 strategic gap/4 green wedge	Down (5/5)
EQ13	Loss of open space in conservation areas	0	Same

7 Environmental quality

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 Local Plan aims to support the repair, revitalisation and re-use of our heritage assets, listed buildings and conservation areas. 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 2024, 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 Following work and regeneration at Kirkleatham this Conservation Area has been removed from the Register, although three Grade II* buildings remain at risk.

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 on the register increased to seven with two additional bowl barrows near High Court Green, Guisborough added:

- Remains of Kilton Castle (also Grade I listed building)
- Eston Nab hill fort
- Bowl Barrows (four entries) near High Court Green, Guisborough
- Manorial settlement

There were two Conservation Areas on the register:

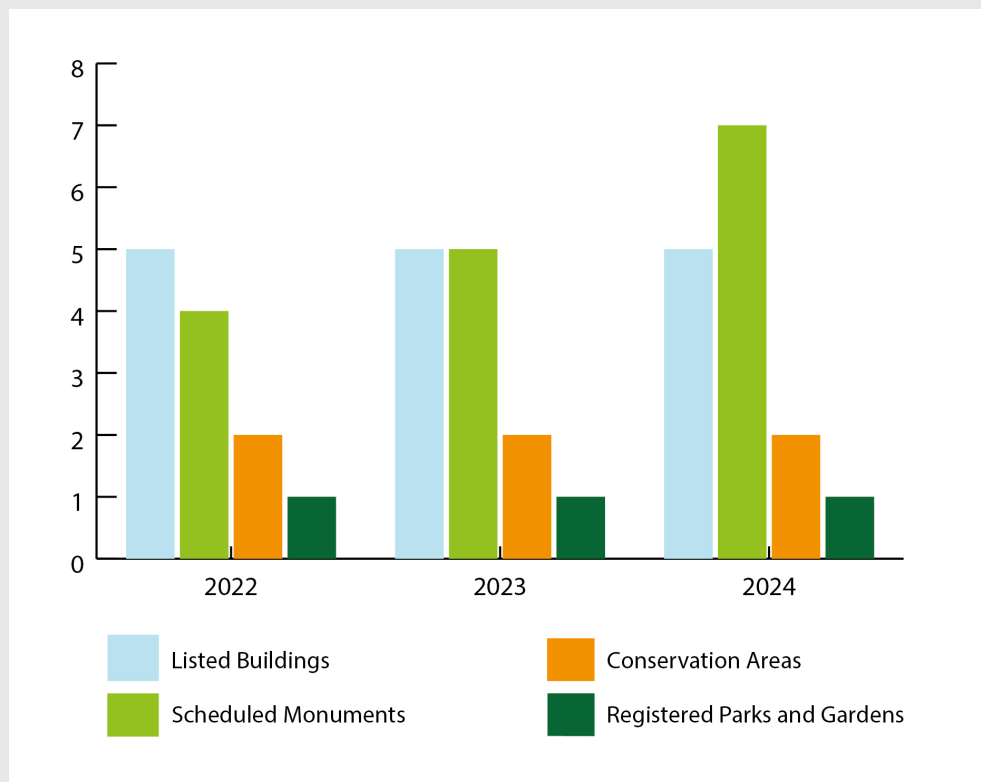
- Loftus
- Coatham

7.7 Work is ongoing to improve Loftus High Street. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan Supplementary Planning Document (SPD) was adopted by the Council in April 2024. Work has begun on updating Coatham's Character Appraisal. An updated appraisal for Guisborough has recently been completed and consultation will be undertaken on an updated management plan. Updated character appraisals and management plans for all conservation areas (outside of the National Park) are intended to follow.

7.8 The Council completed the Saltburn Conservation Area Management Plan in October 2019 and in September 2021 an Article 4 Direction, which removes certain permitted development rights, and Local Development Order (LDO) came into force covering the Conservation Area. The LDO seeks to encourage sympathetic alterations to be carried out to properties in the conservation area by allowing specified alterations without planning permission.

7.9 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. The Council will continue to seek opportunities to protect and revitalise our heritage assets.

Figure 1 Heritage at Risk



Heritage Coast and Sensitive Landscape Areas

7.10 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.

7.11 During the monitoring period, nine applications were approved for development in sensitive landscape areas including shepherd's huts, dog adventure park, change of use to site office/shop and café, and conversion of farm buildings, including holiday lets, café and farm shop. Four of the applications were also in the Heritage Coast. The impact of these proposals on the Heritage Coast was judged to be acceptable.

7.12 Permission was granted for four developments in the strategic gap between Marske and Saltburn. Permission was also granted for four applications within the borough's green wedges. All proposals accorded with Policy N2 Green Infrastructure.

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Open Space

7.13 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 five developments on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for two dwellings on the site of a vacant former park bungalow. Permission was also granted for a decking area and flower beds at Skelton Castle Cricket Club and toilets at Marske United Football Club. None of the permissions would result in a reduction of usable open space/recreational facilities.

7.14 During the monitoring period environmental improvement projects have continued to take place across the borough, including management of our Local Nature Reserves such as Flatts Lane Country Park where management undertaken included sowing of wildflowers, management and planting of trees, and pond maintenance.

Biodiversity

7.15 During the 2023-24 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

7.16 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 26.7% in unfavourable recovering condition. 0.8% of Teesmouth and Cleveland Coast was in favourable condition, 66.2% was in unfavourable recovering condition, 3.3% unfavourable no change and 29.6% unfavourable declining condition.

7.17 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.

7.18 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.

7.19 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.

7.20 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 money was collected through Section 106 agreements to fund mitigation measures.

7.21 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. As of March 2024, there were 104 Local Sites within the borough, including the area which lies within the National Park, 19% were recorded as being in positive conservation management. These are sites where we have evidence of positive conservation management in the past 5 years which benefits the designated feature, it should however be noted that the true figure may be higher.

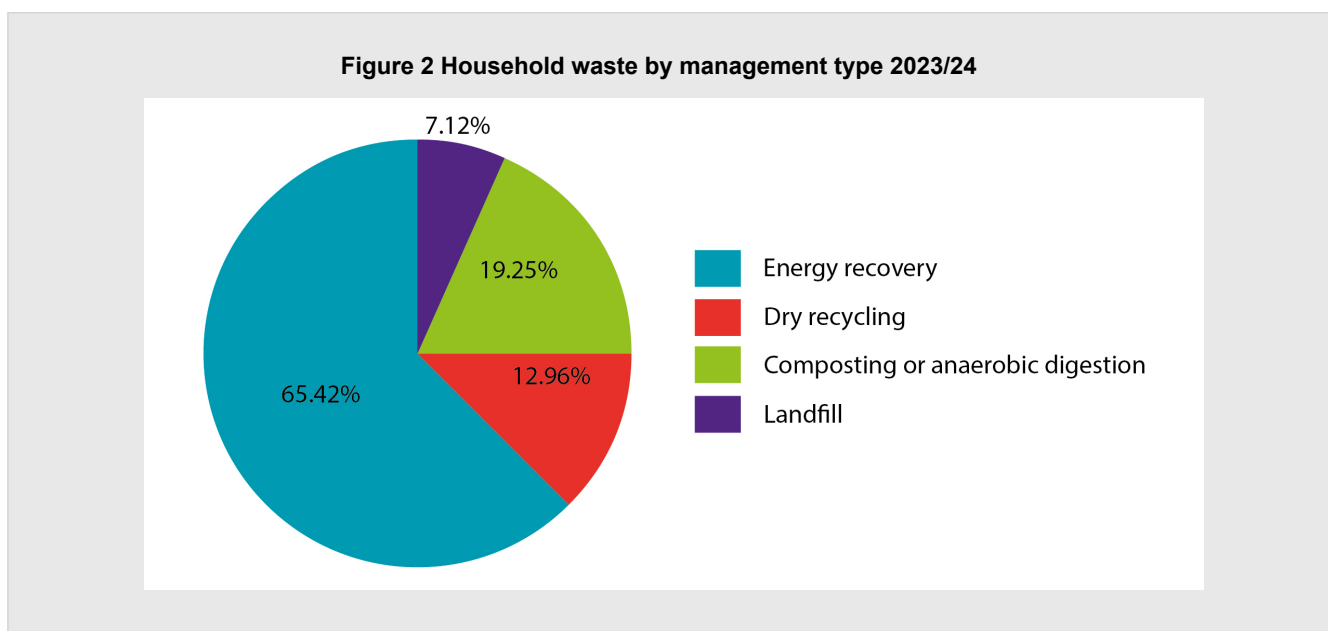
Minerals and Waste

7.22 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.

7.23 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. Understanding the destination of waste helps to ensure that our policies are helping to achieve this aim. In 2023/24, 67,728 tonnes of municipal waste was collected, a 6.2% increase from 63,802 tonnes in 2022/23 and similar to the 67,283 tonnes collected in 2021/22. A total of 57,167 tonnes of household waste was collected, a 6.3% increase from 53,790 tonnes in 2022/23 and similar to 57,866 tonnes in 2021/22. The percentage of household waste sent to landfill increased slightly to 7.12% from 6.06% in the previous year. There

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was a very small decrease in the percentage of waste sent for recycling and a slight increase in waste sent for composting or anaerobic digestion. The amount of waste sent for energy recovery decreased slightly to 65.42% from 67.26% in the previous year.



7.24 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

7.25 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 a replacement changing cabin with a sports pavilion and provision of a 3G artificial pitch at Loftus, provision of fencing to separate tennis courts and MUGA at Locke Park, and a dog adventure park south of Saltburn Road.

7.26 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 the Tees Valley Combined Authority and the Tees Valley Local Nature Partnership to identify 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	2	Down (6)
TCI2	Number of people killed or seriously injured in traffic accidents	2/45	Down(4/58)
TCI3	Bus patronage	2.85 million	Same (2.85 million)
TCI4	Number of new community facilities permitted (F1)	1	Down (11)
TCI5	Number of community facilities lost	1	Up (0)
TCI6	Annual rail patronage	1.06 million	Up (900,918)
TCI7	Length of improved path	2,995 metres	Up (554 metres)

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 developments which have taken place and outline any new projects.

Transport

8.2 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 create sustainable and active communities, including through improving safety and health.

8.3 Bus patronage within the borough was in decline for many years, before a very sharp decline during the COVID-19 pandemic. In 2023/24 there were approximately 2.85 million bus journeys in Redcar and Cleveland. This was the same approximate number as in 2022/23, although still well below 3.35 million journeys in 2019/20. The Council will continue to promote sustainable forms of transport to help stem the decline in the use of these modes of transport.

8.4 According to Office of Rail and Road estimates of station use, in 2023/24 there were 1,061,106 entries and exits of passengers in the eight stations in Redcar and Cleveland. This was another yearly increase from 900,918 in 2022/23 and the first year that entries and exits went above pre COVID-19 pandemic levels (953,986 entries and exits in 2019/20). The borough's busiest station was Redcar Central with 408,202 entries and exits recorded.

8.5 The Council has commissioned a specialist consultant to prepare a Strategic Outline Business Case for a train-based park & ride service from the Nunthorpe area to Middlesbrough. This work is funded from the Council's Levelling Up Fund grant, along with the provision of a walk/cycle route from Guisborough to the end of the Branch Walkway where the route will meet a scheme being prepared by the Tees Valley Combined Authority. The report is due winter 2024/25.

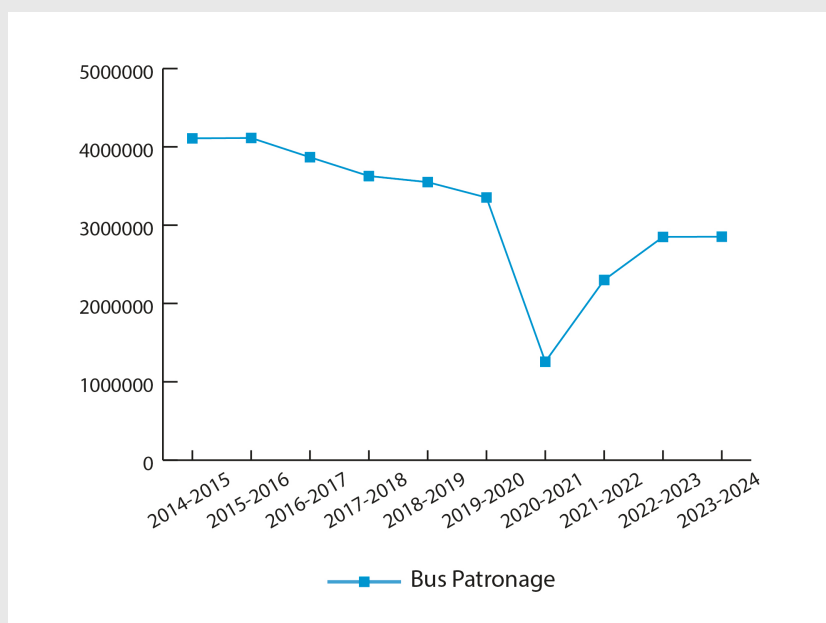
8 Transport and community infrastructure

8.6 In 2023/24, there was 2,995m of improved Public Rights of Way path, including 1,530m of bridleways, 1,410m of ditching alongside paths and 55m of re-surfaced tarmac footpath. The Council also delivered the base scheme for the improvement of the South Bank to Ormesby walk/cycle route to a fully accessible path that is intended to become part of National Cycle Network Route 1. This scheme was funded by Sustrans using a grant from the Department for Transport.

8.7 The Council continued to deliver a programme of works to improve the highway network for all users including an improved junction at Normanby Top, a better pedestrian crossing on The Broadway, Dormanstown and various traffic calming schemes such as that at Waveney Road, Redcar. We continued to maintain our roads to a high condition. Our survey evidence showed that less than 1% of our A roads needed repairs. Four larger maintenance schemes were delivered within the year at the A174 Marske Lane, A171 Guisborough Bypass, A174 Lazenby Bypass eastbound and A174 Lazenby Bypass westbound.

8.8 We also continued to inspect structures that the Council owns to make sure that they are safe and fit for purpose. The information from these surveys is used in prioritising budget spend on repairs through an ongoing programme. We also commissioned an Assessment Review of the South Bank Railway Station Footbridge based on previous survey evidence obtained in 2022 (this bridge is now closed pending receipt of further more detailed analysis).

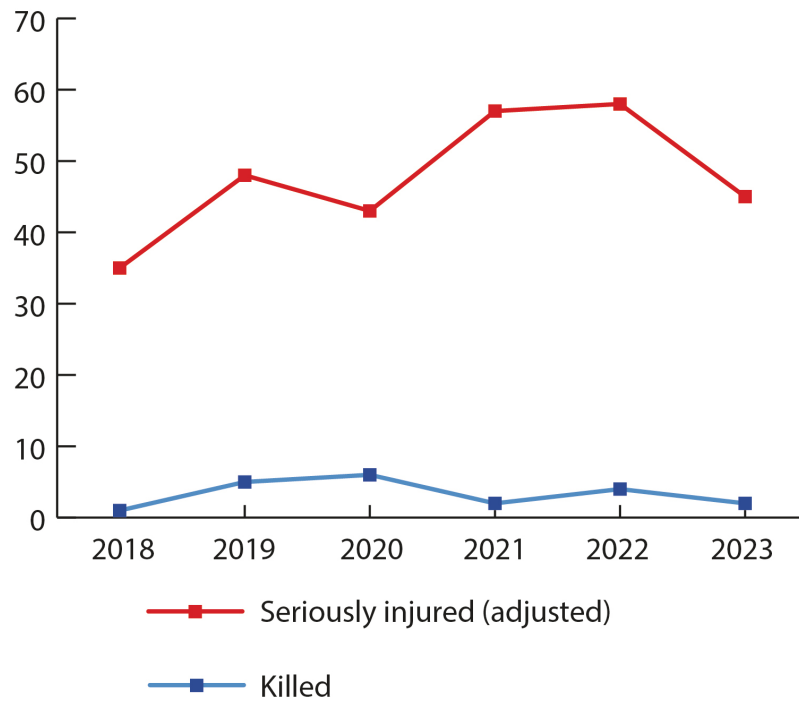
Figure 1 Bus Patronage



8.9 Through policies in the Local Plan and Transport Plan we aim to create and support communities which are safe and accessible. According to latest Department for Transport figures the number of people killed or seriously injured in traffic accidents (adjusted) decreased in 2023, with 45 people seriously injured and 2 fatalities.

8 Transport and community infrastructure

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



Community Facilities

8.10 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.

8.11 Within the monitoring period permission was granted for a Special Education Needs school at Grangetown (F1 Learning and non-residential institutions). Permission was granted for change of use from community facility to children's nursery and food preparation/delivery at West Dyke Way, Redcar. Deemed planning permission was also granted for change of use of library to library and office at Redcar Library.

8.12 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.

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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