



# **Redcar & Cleveland** **Authority's Monitoring** **Report 2018-2019**



**this is Redcar & Cleveland**



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## 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 2018 to 31 March 2019, 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 new 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 covers the 12 month period up to March 2019. Given the date of Local Plan adoption, early in this period, and the use of the Local Plan as a material consideration prior to adoption, this AMR monitors performance of the new Local Plan. It also monitors 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 2018 -2019. 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**

**1.11** The AMR is available to view at Redcar & Cleveland House, Redcar and on the Council's website - [www.redcar-cleveland.gov.uk/localplan](http://www.redcar-cleveland.gov.uk/localplan)

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

Redcar & Cleveland Borough Council  
Strategic Planning  
Redcar & Cleveland House  
Kirkleatham Street  
Redcar  
Yorkshire  
TS10 1RT

Email: [strategic.planning@redcar-cleveland.gov.uk](mailto:strategic.planning@redcar-cleveland.gov.uk)

Telephone: 01287 612356

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

### People

**2.2** In 2018, the Office for National Statistics (ONS) published 2016 based sub-national population projections. Based on these projections, in 2018 the borough has a population of 135,500. The projections indicated that, based on a continuation of existing trends, the population of the borough would slightly decrease to 134,600 by 2032. The figures also project a significant increase in the retired population and decrease in the working age population during this period. Based on a continuation of existing trends, an additional 1558 households are expected to form within the borough between 2018 and 2032, resulting in an increase in the number of households from 61,409 households in 2018 to 62,967 households by 2032.

**2.3** The population of the borough is mostly white, with a non-white population of 1.4% (Census 2011), although the proportion of ethnic minorities has been slowly increasing in recent years. A report published by Tees Valley Unlimited indicated that whilst continuing to increase in recent years, the proportion of the borough's registered electorate which were non-UK nationals was still only 0.7% by December 2017.

**2.4** 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.

**2.5** A high proportion of the population in Redcar & Cleveland is elderly with 22% over 65. The national average is lower at 18%. The global economic downturn 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

**2.6** The borough is rich in both natural assets and a proud industrial heritage. The borough has a varied landscape, ranging from alluvial plain through to higher land in the moors and the Eston Hills, and is bordered by a coast of sandy bays and dramatic cliffs, 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.

**2.7** There are twenty three square miles of North York Moors National Park within the borough<sup>(1)</sup>, 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.

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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.



### Economy

**2.8** 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.

**2.9** The traditional employment base of Redcar and Cleveland has been manufacturing based on steel, chemicals and heavy engineering. However, over recent years there has been a decline in these industries which has impacted upon many communities in the borough and resulted in local unemployment rates rising sharply from 3,201 official claimants in March 2008, reaching a peak of 5,992 official claimants in January 2013. During the year from April 2018 to March 2019, the number of claimants reduced from 3,035 (3.7%) to 3,215 (3.9%). This was lower than the North East average at 4.3%. However, the proportion of the working age population who are recorded as official claimants, remains well above the national average (2.6%).

### Climate

**2.10** 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.

**2.11** 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 1oC 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 oC in surface temperatures being likely without significant intervention.

**2.12** 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.

**2.13** While the Council has demonstrated its dedication to meeting these targets by taking action to reduce its emissions by 42% 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 the borough of Redcar and Cleveland carbon neutral by 2030. Work is already underway on measures to help achieve this ambition, including the production of an Environment Strategy.

## 3 Monitoring plan making

### 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.

#### **National Planning Policy Framework(NPPF)**

**3.2** The National Planning Policy Framework (NPPF) was updated in February 2019 with minor changes and clarifications including in relation to Local Housing Need, deliverability and Habitats Regulations Assessment. Housing Delivery Test results were also published in February 2019.

**3.3** A more substantial update of the NPPF was completed in July 2018 which made a number of changes, particularly in relation to the delivery of housing development.

**3.4** The main changes to the NPPF include, but are not limited to:

- A requirement for local authorities to review local plan policies at least once every 5 years following the date of adoption, with updates, as necessary.
- Setting out that, to meet the test of soundness, authorities will need to prepare and maintain a Statement of Common Ground, as evidence of the Duty to Co-operate and effective joint working.
- The requirement for strategic plans to be based upon the new standard method of calculation of a local housing need assessment.
- Local authorities are required to disaggregate housing need into particular types of housing required for families with children; affordable housing; self-build and custom-build development; student accommodation; travellers who have ceased to travel; private rented sector and build to rent; and, specifically the need for housing for older people.
- Inclusion of content from Written Ministerial Statement (November 2014) to state that provision of affordable housing should not be sought for developments that are not major developments (other than in designated rural areas where policy may set out a lower threshold of 5 units or fewer). 10% of homes on major sites should be available for affordable home ownership.
- Requirement to ensure that at least 10% of housing requirement is met on small sites (1 hectare or less).
- The Housing Delivery Test was introduced in November 2018. This includes a requirement for a local planning authority to produce an action plan where delivery has fallen below 95% of its housing requirement over the previous three years. From November 2018, Councils will need to provide a 20% buffer on top of its five year supply of deliverable sites, where delivery in previous three years was below 85% of the housing requirement.
- Allowing development of exception sites for entry-level homes (suitable for first-time buyers or those looking to rent their first home) on sites outside existing settlements, on land not allocated for housing – unless the need for such homes is already being met within the authority's area.
- Additional recognition to the role that planning can play in promoting social interaction and healthy lifestyles.



### Developer Contributions

**3.5** The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 came in to force in September 2019, amending CIL legislation. Changes include lifting the current pooling restriction on s.106 contributions and a requirement for Infrastructure Funding Statements to be prepared which give more clarity on how contributions are spent. These will be required by the end of 2020.

### **What progress has been made on the New Local Plan?**

**3.6** 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. During the period April 2018 to March 2019, the revised Plan was adopted by Full Council on May 2018.

**3.7** 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 State, 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 Monitoring plan making

**3.8** The new 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.

### **Community Infrastructure Levy**

**3.9** 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.

**3.10** The Council determined that it was not appropriate to adopt CIL at the present time, due to a lack of viability. However, this decision is to be kept under review and CIL may be revisited adoption in the future.

### **Statement of Community Involvement**

**3.11** The latest SCI was adopted in July 2014. An updated SCI will be published for consultation in January 2020. The updated SCI provides more information to communities on Neighbourhood Planning.

### **Supplementary Planning Documents (SPDs)**

**3.12** During the monitoring period, the Council consulted on the Saltburn Conservation Area Management Plan Supplementary Planning Document (SPD). This SPD has been prepared to provide further information on the Council's approach to preserving and enhancing the Saltburn Conservation Area and how this will be monitored. It was adopted by the Council in October 2019 in order to provide further guidance on Policy HE1 of the Redcar & Cleveland Local Plan, which sets out the Council's policy for the determination of planning applications within or affecting conservation areas.

**3.13** The SPD is supported by a revised Saltburn Conservation Area Appraisal, which replaces the previous appraisal that was published in 2011. The appraisal provides a record and evaluation of the key elements that make up the special interest and character of the Saltburn Conservation Area.

### **Redcar and Cleveland Housing Strategy 2019-2024**

**3.14** 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.

**3.15** 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.

**3.16** 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.

### **Background Studies**

In the 2018-2019 reporting year, the following background studies were completed to support the Local Plan. Studies completed include:

- Update of Saltburn Conservation Area Character Appraisal

### **Duty to Co-operate**

**3.17** 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.

**3.18** 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.

**3.19** 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 updated annually.

**3.20** The Council have had ongoing and regular dialogue with neighbouring authorities and other bodies during the preparation of the new Local Plan. A duty-to-cooperate statement was published alongside the Local Plan to detail how the Council has met its duty to cooperate on the preparation of its Local Plan. The Council's compliance with the duty to co-operate has recently 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**

**3.21** 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 2018 to March 2019 was 95.02% of major applications determined within 13/16 weeks. This is above the threshold of 60%. 95.57% of minor applications were determined within 8 weeks, significantly above the threshold of 70%.

**3.22** 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 2018/19 5.13% of major applications and 1.42% of minor applications were approved at appeal.

#### Next Steps

- To ensure that the Council's suite of Supplementary Planning Documents (SPDs) continue to provide appropriate guidance to developers and planning officers, and reflect the policies in the new Local Plan and any changes to national policy. This includes the Developer Contributions SPD and the Affordable Housing SPD. The Council will also update the Statement of Community Involvement (SCI).

**Table 1 Sustainability and Design Indicators**

Indicator		Output	Trend
<b>SD1</b>	Percentage of development in urban and coastal area (housing/employment)	59% housing	New indicator
		100% employment	
<b>SD2</b>	Percentage of housing on Previously Developed Land (PDL)	35% PDL	Up
		65% greenfield	Down
	Percentage of employment on Previously Developed Land (PDL)	100%	New Indicator
<b>SD3</b>	Number of approved applications outside of development limits without justification	1	Amended indicator
<b>SD4</b>	Percentage of major applications that have submitted a design and access statement	100% of all relevant applications	Same
<b>SD5</b>	Number of approved applications outside of development limits (without meeting SD3 criteria)	1	New indicator
<b>SD6</b>	Number and nature of renewable energy schemes approved	1 solar	New indicator
<b>SD7</b>	Number of renewable energy developments granted at appeal	0	Same
<b>SD8</b>	Water quality	Saltburn: Excellent	Same
		Marske: Excellent	Same
		Redcar (Stray): Good	Same
		Redcar (Granville): Good	Same
		Redcar (Coatham): Good	Same
		Redcar (Lifeboat Station): Good	Same
<b>SD9</b>	Number of developments approved in areas at risk of flooding contrary to Environment Agency advice	0	Same

**4.1** As set out in the new 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 will not only underpin the policies and proposals in the Local Plan but also form the basis for individual decisions on planning applications.

## 4 Sustainability and Design

### Location of development

**4.2** 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.

**4.3** During the monitoring period 59% of housing development was in the main urban and coastal area, with 18% in the urban area and 41% in the coastal area. 41% of development took place in the rural area, the majority in Guisborough, with 32% of all housing development in the borough. 100% of employment (B1/B2/B8) related floorspace developed took place in the urban and coastal area.

**4.4** 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 may therefore be necessary. In 2018/19, 35% of housing development took place on PDL. This was higher than the figure in 2017/18 (29%) but lower than the figure in 2016/17 (43%).

### Development Limits

**4.5** Development limits have been amended in the new Local Plan to ensure that sufficient land is available, within development limits, to meet the borough's identified housing need in the future.

**4.6** Permission was approved for 52 planning applications outside of development limits. Exceptional criteria, as defined in Local Plan policy SD3, applied to all but one application for eight bungalows at Boosbeck where the principle of residential development had been established at appeal.

**4.7** 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.

### Climate Change

**4.8** 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.



**4.9** The Council therefore declared a 'Climate Emergency' and pledged to take action with a view to making the Borough of Redcar and Cleveland carbon neutral by 2030, taking into account both production and consumption emission. The Council will also call on the national Government to provide the powers and resources to make the 2030 target possible and work with other Governments (both within the UK and internationally) to determine and implement best practice methods to limit Global Warming to less than 1.5°C. The Council will also continue to work with partners across the borough, region and neighbouring authorities to deliver this new goal through all relevant strategies and plans; and report back to the Borough Council the actions the Council will take to play its part in addressing this emergency.

**4.10** In accordance with updated building regulations, there has been a move towards reducing carbon footprints through the design process and at the build stage rather than incorporating renewable energy into buildings. The new Local Plan requires development to meet national construction standards as a minimum, and exceed such requirements where this is possible.

**4.11** Permission was granted to construct a photo-voltaic array, with an estimated energy output of 100,233 kWh per annum, at the Saltburn Gill Minewater Treatment Plant. Renewable energy will help power the scheme which treats iron-rich mine water resulting from the history of ironstone mining in the area, and prevents pollution of nearby watercourses.

**4.12** Smaller systems, including most domestic systems, do not require planning consent. Therefore, there could have been several renewable energy systems installed which did not require planning permission.

**4.13** Feed-in tariffs (FiT) act as a financial incentive for the investment in small-scale, low carbon electricity generation technologies. Between April 2018 and March 2019, 64 installations were registered in Redcar and Cleveland, a slight increase from 52 in 2018/19 but still significantly below previous peaks. This is likely to reflect a national cut in subsidies. Commercial installations included 3 photovoltaic developments with a combined capacity of 0.06MW. All of the domestic installations were photovoltaics, with an installed capacity of 0.19MW. Total installed capacity decreased to 0.26MW, from 5.41MW in 2017/18. This significant decrease is a result of a decrease in commercial installations which in 2017/18 were increased by the installation of a new Anaerobic Digestion Plant located at Imperial Park.

### Water quality

**4.14** There are six water quality monitoring points along our coast. In 2018, two were classed as having excellent water quality and four as good.

**4.15** In 2019, for the first time Saltburn has been recognised with Blue Flag status for the high quality of the seawater, clean beach and nearby amenities. The Council has worked alongside some key partners to achieve Blue Flag and Seaside Award status. 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.

**4.16** 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 permissions were granted during the monitoring period.

### **Developer Contributions**

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, open space and recreation.

**Table 1 Economic development Indicators**

Indicator		Output	Trend
ED1	Amount of available employment land (Ha/gross)	431ha	Down
ED2	Employment land developed	37ha <sup>(2)</sup>	Up
ED3	Total employment floorspace developed (by use class)	B1: 0m <sup>2</sup>	Down
		B2: 38.2m <sup>2</sup>	Down
		B8: 0m <sup>2</sup>	Down
ED4	Loss of employment land to non-employment uses	0.09ha	New indicator
ED5	Percentage of vacant floorspace within town and district centres (town centre uses only)	5.45%	Down
ED6	Percentage of town centre units in poor/very poor condition (town centre uses only)	4.65%	Down
ED7	Percentage of units in Redcar Primary Shopping Area in A1 use	81.5%	New indicator
	Percentage of units in Guisborough Primary Shopping Area in A1 use	52.2%	
ED8	In-Centre floorspace permitted (gross)	215m <sup>2</sup>	Down
ED9	Out of centre floorspace permitted (gross)	75 m <sup>2</sup>	Down
ED10	Number of farm diversification schemes approved	2	Up
ED11	Number of tourism/leisure facilities permitted	6	Down
ED12	Unemployment rates (16-64)	5.7%	Down
ED13	No. of sites/pitches approved/refused	0	New indicator
ED14	Percentage of people (16-64) with no qualifications	9.7%	New indicator
ED15	Percentage of pupils meeting expected education standards	70%	New indicator
ED16	No of applications for conversions from residential to tourist accommodation approved	1	New indicator

**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.

2 Includes sites reclassified as developed based on updated information

## 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 South Tees economic development area, which is recognised as the single largest economic development opportunity in the UK.

**5.3** Approximately 431ha (gross) of employment land is available within the borough, excluding small areas (approximately 5ha) identified for employment within two mixed-use sites. The majority of available land, approximately 390ha, is for specialist uses at Wilton International and within the South Tees Development Corporation (STDC) area. Due to the availability of improved information there has been some minor corrections to the availability of employment land which has adjusted the amount of land classed as available.

**5.4** STDC are working to attract businesses and investment to the area. In February 2019 a deal was struck to acquire 1,420 acres of land at the Development Corporation from Tata Steel Europe, making up more than half of all developable land within the site. Compulsory purchase proceedings are currently ongoing to secure the remaining 870 acres of land owned by SSI in receivership. Due to these activities taking place in the South Tees area to bring land forward for redevelopment, the availability of developable land and the amount of economic development taking place in the borough could increase over the next few years. 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. These documents will be updated, where necessary, to support delivery of development.

**5.5** 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.

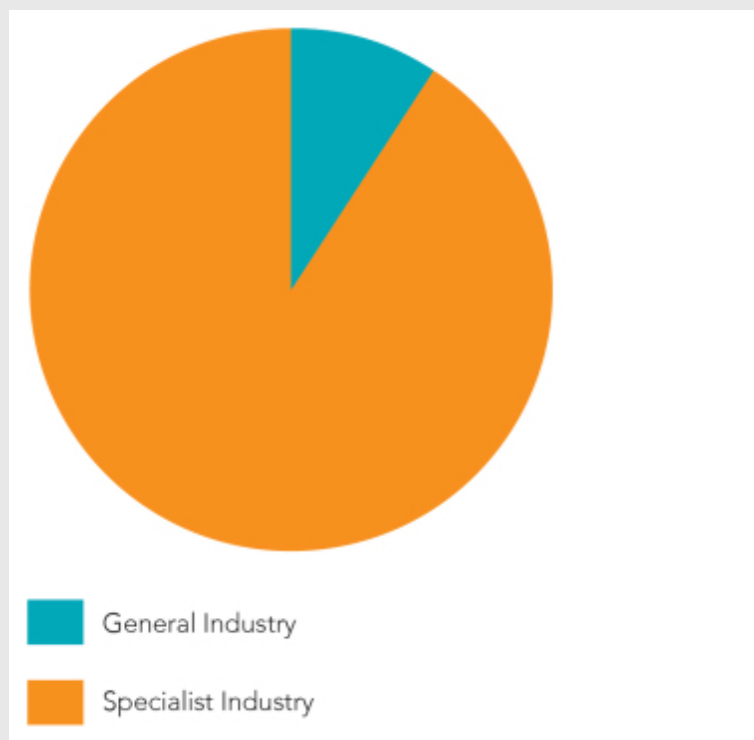
**5.6** Within the reporting year approximately 37ha of safeguarded employment land has been classed as developed. While this figure is higher than previous years this is due to updated information and the reclassification of sites which have been developed outside of the reporting year, for example two large sites at South Tees, one used for storage at British Steel and an aggregates site, have been reclassified as developed and account for the majority of development. Other sites classed as developed include a site related to waste development and a transport related site at South Tees.

**5.7** Within the mixed-use sites, a pub/restaurant has been developed at Skelton within the area identified for commercial development.

**5.8** There has been a significant decrease within the monitoring period in the amount of employment (B use class) floorspace developed at 38.2m<sup>2</sup> of B2. This follows a significant amount of development in the previous year.

**5.9** Within the monitoring period one change of use from B use to an alternative use class was completed, a light industrial / warehouse unit (use class B2) (571m<sup>2</sup>) to cheerleading and dance studio (use class D2) at Skippers Lane. There was therefore a loss of 0.09ha of employment land.

Figure 1 Available employment land by type



### Quality of Employment Land

**5.10** 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. Over the monitoring period, a number of projects have been implemented or are being planned by the Council in areas. 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

**5.11** In 2018/19, the unemployment rate (age 16-64) in Redcar & Cleveland has remained at 5.7%. While this is still above the national rate (Great Britain) of 4.1% it is equal to the North East average. It is also considerably lower than the 2015/16 rate which was 9.4%. This may reflect the closure of the SSI Steelworks in 2015, and the relative success of the SSI Task Force in supporting a number of people affected by the closure back into employment.

## 5 Economic development

**5.12** The Council's strategy for growth is aligned to the other national, regional and local plans in place. The Government's Industrial Strategy which was published in 2017 sets out the plans to create a national economy that boosts productivity and earning power through investing in skills, infrastructure and industry. 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

**5.13** The borough's centres continue to support a diversity of uses, including a range of retail, leisure, other commercial and residential uses. Table 2 shows the breakdown of town and district centre units by use class.

**Table 2 Number of units in the town and district centres by use class (2019)**

	Redcar	Eston	Low Grange	Loftus	Marske	Guisborough	Saltburn
<b>A1 (Retail)</b>	205	29	6	17	33	93	45
<b>A2</b>	37	10	0	2	4	20	5
<b>A3</b>	33	1	1	0	4	18	10
<b>A4</b>	25	4	1	2	3	13	3
<b>A5</b>	27	12	0	1	5	7	5
<b>B1 (Offices)</b>	16	0	0	0	0	1	1
<b>B2</b>	1	0	0	0	0	0	0
<b>B8</b>	1	0	0	0	0	1	0
<b>D1</b>	22	1	2	4	3	12	5
<b>D2</b>	3	1	0	0	0	3	1
<b>Sui Generis</b>	42	7	2	2	2	14	4
<b>C1</b>	2	0	0	0	0	0	0
<b>C2</b>	0	0	0	1	0	0	0
<b>C3 (Residential)</b>	124	14	0	50	27	0	23
<b>Total Units</b>	<b>538</b>	<b>79</b>	<b>12</b>	<b>79</b>	<b>80</b>	<b>183</b>	<b>102</b>

### 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. Figure 1 shows the amount of vacant town centre use floorspace as a proportion of the total town centre use floorspace for the town and district centres. Over the reporting year, there has been an overall decrease in vacant floorspace in the town and district centres with a change from 10.1% to 5.45%. The biggest



decrease has been in Eston with, where 7.6% of floorspace has come back into use. The number of vacant units in Redcar remains high at 11.5%, although there has been a small reduction in the number of vacant units from the previous year. The amount of vacant floor space in Loftus has reduced slightly (3.9%) from the previous year.

**5.15** Table 3 shows that there are 94 commercial units in the town and district centres, which is a small increase from the previous year but still less than the peak in 2015/2016.

**Table 3 Number of vacant commercial units in the town and district centres since 2012**

	2012	2013	2014	2015	2016	2017	2018	2019
Redcar	44	50	56	61	58	64	63	62
Eston	7	5	6	6	6	7	8	5
Low Grange	1	0	0	0	0	0	0	0
Loftus	17	15	19	17	21	18	5	5
Marske	3	5	3	4	3	2	1	1
Guisborough	15	12	13	11	15	10	10	18
Saltburn	4	1	7	8	4	4	5	3
<b>Total</b>	<b>91</b>	<b>88</b>	<b>104</b>	<b>107</b>	<b>107</b>	<b>105</b>	<b>92</b>	<b>94</b>

**5.16** The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Table 4 shows the number of town centre use units in poor or very poor condition in the reporting year. Since the last reporting year there has been a small increase in the number of units considered to be in poor or very poor condition in four of the designated town and district centres. There has been an increase in Eston, Marske, Guisborough and Redcar. The largest increase was in Eston (2.6%) where 11.4% of the units are classed in poor or very poor condition. However, the average increase across all centres has been low at 1.24%. Saltburn and Loftus seen a reduction in the number of units in poor condition. This could be a result of the recent investment in these rural communities by the Council. The overall condition of units in at Low Grange remained the same.

**5.17** 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 programme, taking account of the good design guidance set out within the adopted Shop Fronts and Advertisements SPD.

## 5 Economic development

**Table 4 Condition of the units in town centre uses in the town and district centres**

	Units in poor/very poor condition	Percentage of town centre use units in poor/very poor condition	Change from 2018	
			No. units	%
Redcar	32	5.9%	+2	+0.3%
Eston	9	11.4%	+2	+2.6%
Low Grange	0	0	0	0
Loftus	6	7.6%	+1	-1.3%
Marske	1	1.2	+1	+1.2%
Guisborough	10	5.5%	+4	+2.3%
Saltburn	1	0.98%	-1	-0.98%
<b>Total</b>	<b>59</b>	<b>4.65%</b>	<b>+9</b>	<b>+1.24%</b>

### **Town Centre Use Permissions**

**5.18** The majority of planning approvals for town centre uses within the reporting year have related to applications for a change of use. However, permission was granted for some additional town centre use floorspace within the designated centres. This amounted to 215 sqm. 140 sqm was approved in Ormesby (R/2018/0650/FF), which was located out with any centre. 75 sqm of new floor space was approved within centres including 35 sqm in Redcar and 40 sqm in Marske. All three of these applications were for small extensions to existing retail units to create small food and drink outlets. There was a reduction in the amount of new floor space granted during the monitoring year compared to the previous year.

### **Hot Food Takeaways**

**5.19** In May 2018, the Council adopted the Redcar & Cleveland Local Plan. Policy ED3, which 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. This is a continuation of the approach that was taken with the previously adopted Interim Hot Food Takeaway policy, which had been adopted in July 2008.

**5.20** The Council's monitoring has shown that while more than half of all of the centres currently exceed the threshold, since its adoption, 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 only one additional unit being created within the borough's centres. This has been within Redcar Town Centre and is not the result of a recent planning application.

**Table 5 Hot food takeaways (A5) in the designated centres**

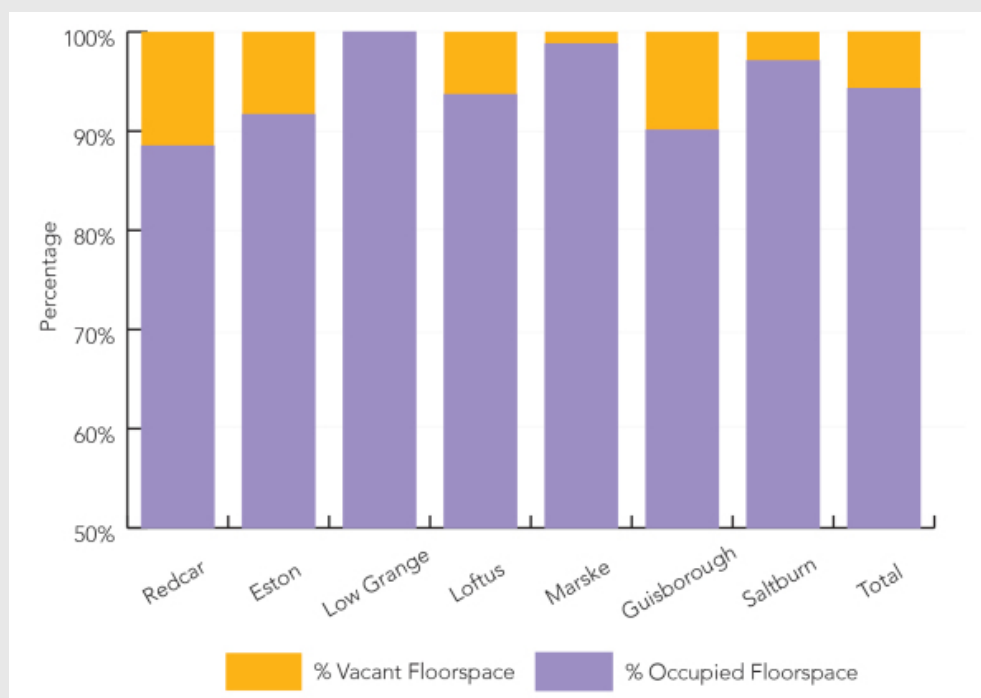
	No. A5 Units	Proportion of commercial units in A5 use	Change since 2018
Redcar	27	6.5%	0
Eston	12	18.2%	0
Low Grange	0	0	0
Guisborough	7	3.8%	-1
Loftus	1	3.4%	0
Marske	5	6.3%	0
Saltburn	5	5%	0
Brotton	3	15%	0
Carlin How	1	12.5%	0
Dormanstown	7	30.4%	0
Enfield Chase, Guisborough	1	11.11%	0
New Marske	2	28.6%	0
Normanby	3	8.3%	0
Nunthorpe	2	20%	0
Park Avenue, Redcar	0	0	0
Roseberry Square, Redcar	2	22.2%	0
Skelton	1	3.2%	0

**5.21** Within the monitoring period, two planning applications were determined for new hot food takeaways in the borough. Both applications were granted permission and both were located out with the centres, which were not covered by Policy ED3. One application was located in Lingdale, which was for the change of use from a shop (A1) to hot food takeaway. The other application was for the change of use from a public house (Centurion) located in Ormesby to a mixed-use development consisting of two retail units and hot food takeaway. This approval was considered to be appropriate as it would bring a vacant unit back into use.

**5.22** Within the centres, planning permission was granted for the change of use of a hot food takeaway unit to a micro in Guisborough District Centre.

## 5 Economic development

**Figure 2 Percentage of vacant floorspace in town and district centres as a proportion of total floorspace (town centre uses only)**



**Figure 3 Percentage of vacant floorspace in town and district centres as a proportion of total floorspace (town centre uses only)**

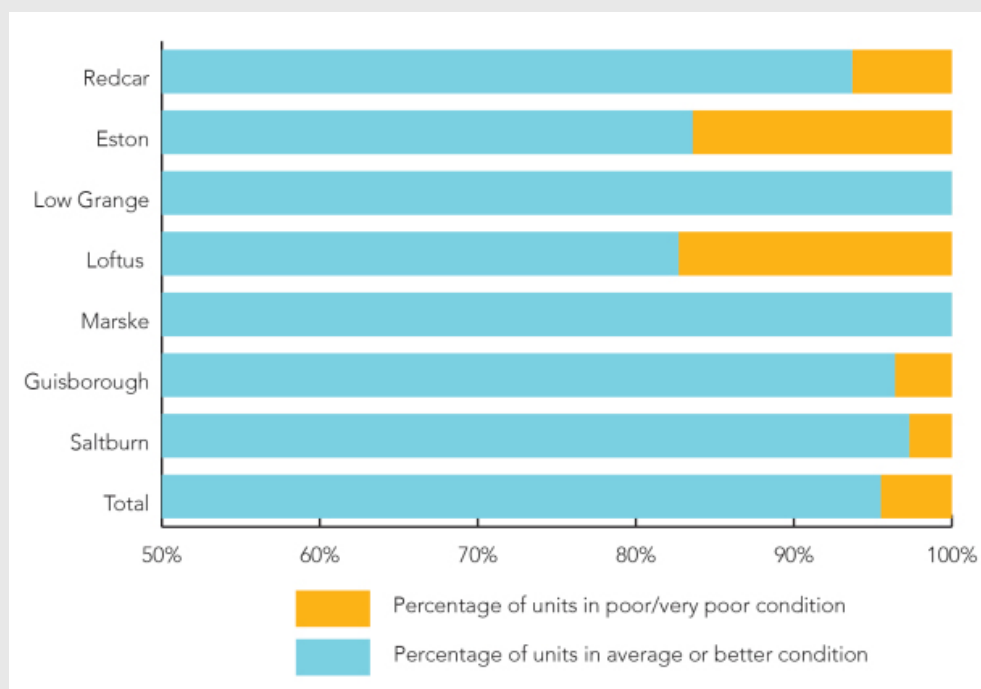
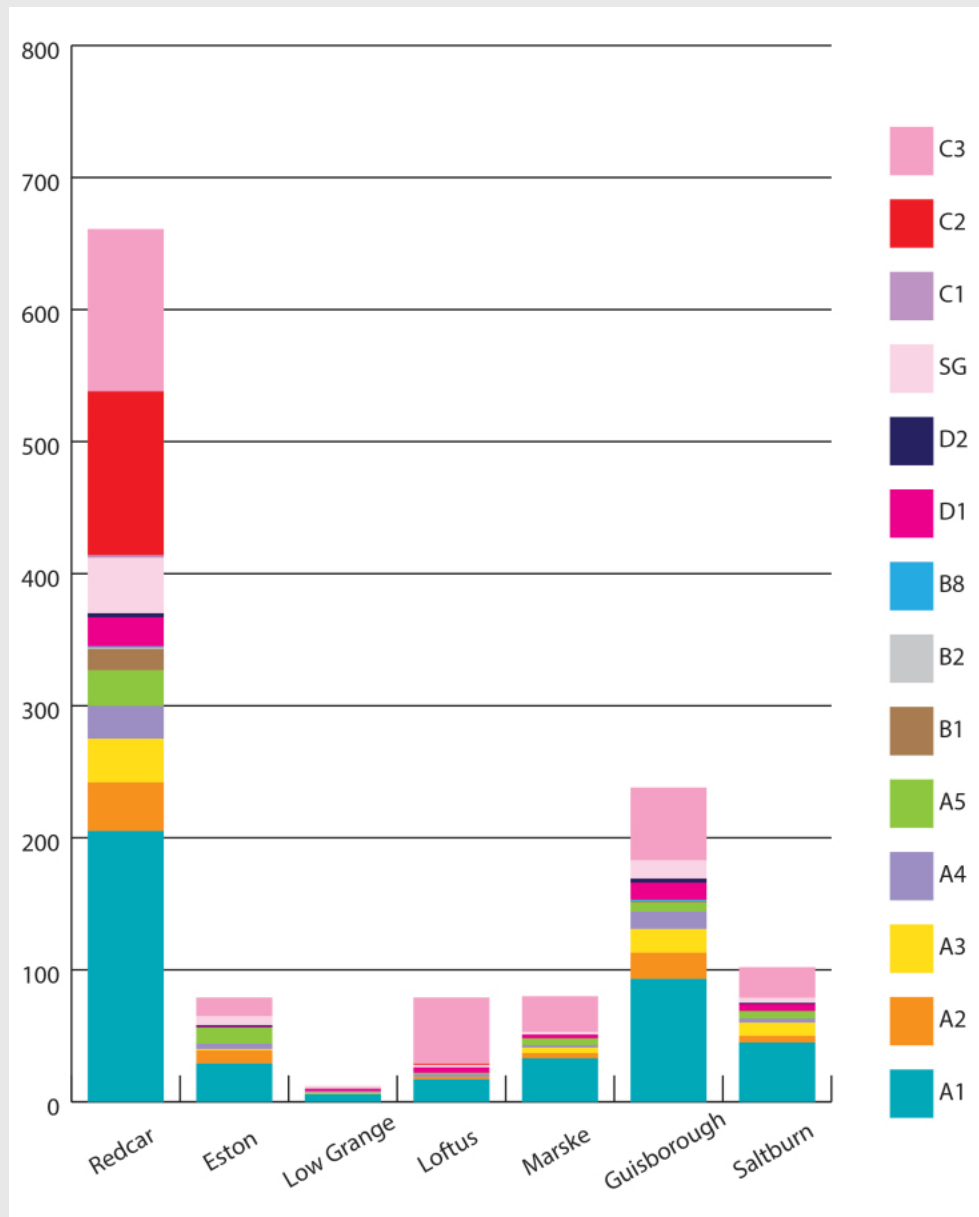


Figure 4 Units in the town and district centres by use class



### Rural Development

**5.23** Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. During the year, there were two farm diversification schemes approved, both for horticultural developments, which involved change of use of land from agricultural. These were applications at Loftus (R/2018/0743/FF) and Brotton (R/2018/0691/FF).

**5.24** Within the year a total of six small scale developments relating to leisure were approved and one tourism development. The leisure developments were all indoor facilities for soft play, gym and fitness studio facilities rather than facilities aimed at visitors to the borough. There was only one application related to tourism facilities, that was a conversion of an existing building into a holiday let (R/2019/0050/RS).

## 5 Economic development

**5.25** It is recognised that the number of leisure and tourism developments and developments supporting the rural economy that were approved during the monitoring period was low. However, the new Local Plan includes a number of new 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. The Local Plan also includes a policy to support the development of the new South Tees Motorsports Park.

### Next Steps

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



Table 1 Housing Indicators

Indicator		Output	Trend
H1	Number of net additional dwellings	492	Up
H2	Number of new housing completions (Gross)	504	Up
H3	Number of housing completions on allocated sites	146	New indicator
H4	Number of affordable dwellings delivered	144	Up
H5	Number of subdivisions/conversions approved at appeal	0	New indicator
H6	Number of HMOs approved at appeal	0	New indicator

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

R/2019/0063/FFM Land adjacent to Wykeham Close Redcar: residential development of 25 units with associated car parking; access road and landscaping.

R/2018/0764/FFM Land North of The Dunes Low Farm Drive Redcar: residential development of 10 units with associated vehicular and pedestrian accesses; landscaping and provision of additional parking for the dunes.

R/2018/0515/FFM Avant Homes Cleveland Gate Spring Wood Road Guisborough: provision of 6 additional plots (total 119 units); amendment to site layout including 4 housetype changes and retaining wall to the rear of plots 36-43.

R/2018/0293/FFM Land at Former Rosecroft School Rosecroft Lane Loftus: Residential development for 69 units including new vehicular and pedestrian accesses.

R/2017/0833/FFM Rear of 119 Churchill Road Eston: demolition of existing bungalow; erection of 16 semi-detached dormer bungalows including new vehicular and pedestrian accesses.

R/2017/0463/OOM Land to the East and West of Saltburn Lane Skelton: outline application for residential development (up to 400 dwellings) with associated vehicular and pedestrian accesses.

Permission was also granted at appeal for:

R/2017/0728/FFM Land at Former Ryehills School Site Redcar Lane Redcar: erection of 49 residential units with associated works.

## 6 Housing

### Housing numbers

**6.3** The population of the borough has been steadily declining over the last three decades, with Redcar and Cleveland amongst a small group of local authorities that lost population during the last census period between 2001 and 2011. Looking forward, the Office for National Statistics (ONS) sub-national population projections suggest that the overall population is likely to remain relatively stable, with a small decline (0.1%). However, similarly to other parts of England, there will be a change to the demographic profile of the borough, with the proportion of resident aged 65 and over increasing to 25.1% by 2026 from 21.8% in 2016.

**6.4** 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.

**6.5** Housing delivery performance is assessed against the government's annual Housing Delivery Test which covers the previous three financial years; in the case of the 2018 measurement the years are 2015/16, 2016/17 and 2017/18. The published results show that in Redcar and Cleveland completions exceeded the requirement by 292%.

**6.6** During the past 5 years, we have delivered new housing at an average rate of 421 dwellings per annum (net). The number of new homes completed increased from 431 in 2017/18 to 504 in 2018/19. This was an increase of 16.9%. 146 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
2014 - 15	556	96	460
2015 - 16	335	122	213
2016 - 17	566	50	516
2017 - 18	431	9	422
2018 - 19	504	12	492
<b>2014 - 19 (Total)</b>	<b>2392</b>	<b>289</b>	<b>2103</b>

**6.7** 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:

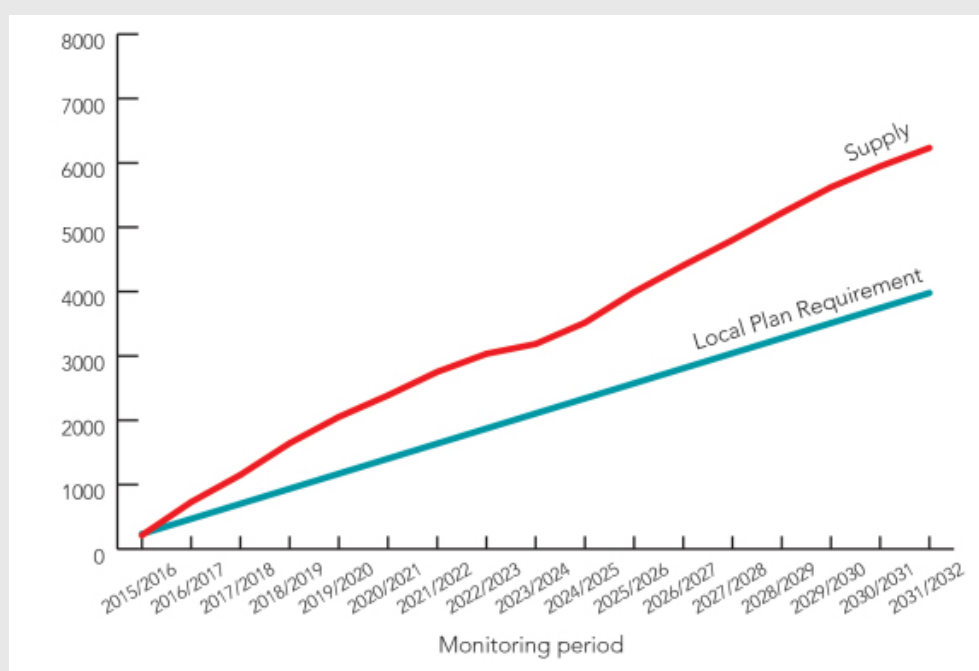
- the authority should publish an action plan if housing delivery falls below 95%;
- a 20% buffer on the local planning authority's 5 year land supply;

- 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.

**6.8** 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.

**Figure 1 Housing Trajectory**



### Five Year Supply

**6.9** 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 expressed in years.

**6.10** The Housing and Economic Land Availability Assessment (HELAA) has recently been updated, in accordance with the relevant Planning Practice Guidance, and incorporates the assessment of deliverable five year housing supply, from 01/04/2019 to 31/03/2024. Over the

## 6 Housing

first four years of the plan period, 1,643 net additional dwellings were completed, resulting in a surplus balance of 707 against the cumulative minimum requirement in the Local Plan, as shown in the table below.

**Table 3 Balance of Housing Requirement against Policy H1**

Year	2015/16	2016/17	2017/18	2018/19
Net Completions	213	516	422	492
Local Plan Minimum Average Requirement (Policy H1)	234	234	234	234
Balance	-21	261	449	707

**6.11** As shown below, if the cumulative surplus balance is deducted from the baseline requirement in the Local Plan (1,170), this produces a residual requirement of 463. In accordance with the NPPF and Housing Delivery test it is appropriate to supplement the requirement with a 5% buffer resulting in an adjusted 5-year requirement of 486 dwellings as shown below.

Local Plan Minimum Requirement (234dpa):	1,170
<u>Less Surplus Balance:</u>	<u>707</u>
Local Plan Requirement:	463
<u>Plus 5% Buffer:</u>	<u>23</u>
Five Year Supply Requirement:	486

**6.12** Council records show that as at 31/03/2019, there were outstanding planning permissions for over 4,800 dwellings. The figures include two major sites at Low Grange Farm, South Bank and Saltburn Lane, Skelton with long-term outline permissions (to 2026 and 2025 and for 1,250 and 400 dwellings respectively).

**6.13** The assessed supply position, as set out in the HELAA, indicates a five year deliverable supply from 2019/20 to 2023/24 of 1,543 net additional dwellings. The estimated supply significantly exceeds the assessed minimum requirement and equates to 15.9 years supply.

Table 4 Five-Year Supply Position (HELAA, November 2019)

Supply Component	Dwellings
Sites Under Development	910
Detailed Permission	394
Outline Permission	18
Planning Application Submitted	54
Net Commitments on Small Sites	104
Minor Windfall Allowance	43
Estimated Contribution via C2 Care Home Developments	29
Less Other Planned Demolitions	(-9)
<b>Estimated Net Deliverable Supply</b>	<b>1,543</b>
Annualised Average	309
<b>Five Year Requirement</b>	
Adjusted Local Plan Minimum Requirement (234dpa)	486
Annualised Average	97
Balance of Supply	1,057
<b>Supply in Years</b>	<b>15.9</b>

**6.14** The average annual projected net yield is 309 dwellings, with net completions ranging from 153 to 409, as shown below.

Table 5 Five-Year Supply Estimate Annual Breakdown

Year	2019/20	2020/21	2021/22	2022/23	2023/24
Net Units	409	336	364	281	153

### Brownfield Land Register

**6.15** In April 2017, the government published regulations requiring local planning authorities to prepare a brownfield land register by 31 December 2017, and to review it at least annually thereafter. The register provides publicly available information on previously developed (brownfield) sites in Redcar & Cleveland which are considered to offer realistic potential for housing development.

**6.16** 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 Housing

**6.17** The Redcar & Cleveland Brownfield Land Register was published in December 2017, and has since been update twice. 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 will continue to review its approach.

### Affordable housing

**6.18** House prices in the borough remain lower than other parts of the UK. According to Land Registry House Price Index March 2019, the average house price in the borough was £116,680, a 0.2% decrease from the previous year. The average house price for the UK was £227,217, 95% higher than in Redcar and Cleveland.

**6.19** This compares to an England average of £243,503 a 1.3% increase from the previous year. Nonetheless, many first time buyers and households with marginal incomes are still unable to afford their own property. In addition, pressures on the existing social housing stock have increased as households attempt to access affordable housing. The Government have introduced further support for first time buyers through its Help to Buy scheme which has been extended and the Starter Homes initiative.

**6.20** During 2018-19, there were 144 units of affordable housing delivered in the borough (including 5 empty homes). This was an increase from 64 units in the previous year. The majority were affordable housing within private developments secured through Section 106 planning agreements. Homes were also delivered under grant funding such as The Cliffs Brotton, a development of extra-care semi-detached bungalows and the redevelopment of office accommodation in Eston as flats.

### Empty homes

**6.21** In 2018-19, 5 empty homes were returned to affordable housing use. These homes were located in Eston (2), Redcar (1), Guisborough (1) and Ormesby (1). The Council maintain an ongoing commitment to returning empty homes to use and minimising the amount of time homes stand empty.

### Gypsies, Travellers and Travelling Showpeople

**6.22** 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.

**6.23** 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 6 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
<b>Total</b>	<b>9</b>	<b>27</b>

**6.24** 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.

**6.25** 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.

**6.26** 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.

**6.27** During the monitoring period there was one planning application for a private gypsy site within the borough. The application sought part retrospective planning permission for change of use of land from employment use to a gypsy site containing one permanent residential pitch in South Bank. The application was refused and appealed. This appeal was dismissed by the Inspector. There were no other applications made for gypsy site provision.

### Self-build register

**6.28** 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.

**6.29** 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.

**6.30** 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.

**6.31** The Council's register was made available in 2016 and by the end of the monitoring year (March 2019) had entries for nine individuals seeking plots for self-build or custom build dwellings in various locations in the borough. In the period to October 2019 (end of base period four), two further entries were also added bringing the total currently on the register to eleven.

## 6 Housing

**6.32** 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 7

Base period	2016 (1)	2016/17 (2)	2017/18 (3)	2018/19 (4)
Individual	2	4	0	3
Group	0	0	0	0
Other	0	2	0	0
Base period total	2	6	0	3
Running total	2	8	8	11

**6.33** For the purposes of assessing the supply to meet this duty it is considered that, while any site granted planning permission during the base period that did not previously have permission could theoretically be developed in whole or part as a self- build or custom build plot, it is recognised that there will also be a significant proportion of these sites that will be developed and not include any self- build. Smaller sites particularly those for single units, are considered more likely to be available for self- build because they could be purchased by a group or individual on the self- build register.

**6.34** It is therefore considered that outline or full permissions for individual dwellings or for applications specifically stated as being for self-build and custom-housebuilding will be assessed as suitable for the purposes of self-build housing and for meeting the demand identified by the Council's self-build and custom housebuilding register. However, where an application is retrospective, includes justification for a dwelling to support an agricultural or other business or other information is included which indicates that an approved plot is unlikely to be made available for self-build, such as where the property is to provide for dependant's accommodation within the curtilage of an existing property, these permissions have not been included within the potential supply.

**6.35** Table 8 details that a suitable number of permissions have been granted by the deadline of October 2019 to satisfy the demand identified in the first base period which ended in October 2016.

Table 8 Permissions

Application	Address	Units	Date Approved
R/2016/0155/CA	Land to the rear of Bank Chambers, Guisborough	1	07/07/2016
R/2016/0557/OO	15 Marske Mill Lane, Saltburn	1	28/10/2016
R/2016/0508/CA	Cherry Tree Croft, High Street, Brotton	1	28/07/2016
R/2016/0337/FF	20 Highbank Road, Ormesby	1	28/07/2016
R/2016/0261/FF	Land adjacent to 8 Easson Road, Redcar	1	14/07/2016
Total		5	

**Next Steps**

- Continue to keep an up to date record of the supply of potential housing and employment land available within the borough. This will continue to be done through the HELAA to provide an integrated assessment of housing and economic development potential, including the assessment of five-year deliverable housing supply.
- Continue to maintain the Brownfield Land Register and Self Build Register.
- Continue to ensure that sufficient permissions are granted to accommodate demand identified from the Self Build register in accordance with Council's duty.

## 7 Environmental quality

**Table 1 Environmental quality Indicators**

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	0	New indicator
EQ2	Number of applications permitted in sensitive landscape areas	6	New indicator
EQ3	Number of applications permitted in historic landscape of the Eston Hills	0	New indicator
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	0	Down
EQ5	Amount of new open space approved	0	New indicator
EQ6	Percentage change in area of designated biodiversity sites	No change	New indicator
EQ7	Number of heritage assets classified 'at risk'	6 Listed Buildings/ Structures/ Places of Worship	Same
		4 Scheduled Monuments	Same
		3 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	1	New indicator
EQ9	Total amount of waste collected (tonnes)	67,427 (Municipal)	Up
		56,747 (Household)	Up
EQ10	Percentage of household waste arising by management type	63.9% Energy recovery	Down
		20.3% Recycled	Down
		17.6% Composting/Aerobic digestion	Up
		0.1% Landfill	Down
EQ11	Number of planning applications approved for leisure facilities (D2)	6	New indicator
EQ12	Number of applications approved in green wedges	0	New indicator
EQ13	Loss of open space in conservation areas	0	New indicator

**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 continue to be a priority for the Council. The Council had 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. Overall, the number of Grade I and II\* listed buildings and listed places of worship on the Historic England At Risk Register remained at 6. Included on the list are:

- Bastion and ha-ha wall, Kirkleatham
- Kirkleatham Hall Stables
- Remains of Kilton Castle
- Church of St Cuthbert, Ormesby
- Christ Church, Coatham Road, Redcar
- Redbarns, Redcar

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

- Remains of Kilton Castle
- Eston Nab hill fort
- Bowl Barrow, Guisborough
- Manorial settlement

There were 3 Conservation Areas on the register:

- Loftus
- Coatham
- Guisborough

**7.5** Loftus is on the register due to a lack of planning restrictions meaning inappropriate changes under permitted development rights, unsympathetic advertisements allowed via deemed consent and neglect of both occupied and unoccupied buildings. There is a significant problem with unoccupied vacant commercial properties in Loftus.

**7.6** Coatham and Guisborough are on the list, again due to inappropriate changes under permitted development due to insufficient planning controls but also due to some neglect issues.

**7.7** Work is ongoing at Kirkleatham and this Conservation Area has now been removed from the Register, although three Grade II\* buildings remain at risk. The Council has recently completed the Saltburn Conservation Area Management Plan (October 2019), with a management plan for all other conservation areas within the borough intended to follow. Work started on the Loftus Conservation Area Management Plan in July 2019.

## 7 Environmental quality

**7.8** 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.

Figure 1 Heritage at Risk



### Heritage Coast and Sensitive Landscape Areas

**7.9** 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. During the monitoring period, no applications were approved in the Heritage Coast. There were 6 applications approved for development in sensitive landscape areas. This included single dwellings, a photovoltaic array, farm buildings and an access road. There were no major developments permitted and the impact on sensitive landscape areas was minimal. No applications were permitted in the historic landscape of the Eston Hills or the Heritage Coast.

### Open Space

**7.10** 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.

**7.11** 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 2017/18, Green Flag Awards were once again given to two open spaces within the borough, Flatts Lane Woodland Country Park and Guisborough Forest and Walkway.

**7.12** During the monitoring period several environmental improvement projects have taken place throughout the borough, including a number of access improvements. In 2018 the Council planted a number of roadsides and roundabouts with 'wild flowers'. In addition to improving image, being cost effective, they are an important part of the Council's biodiversity strategy. In 2019, Saltburn was awarded Gold in the Coastal Resort category of the Northumbria in Bloom competition and best railway station.

### **Biodiversity**

**7.13** Natural England has recently undertaken a review of the suite of nature conservation designations in the Teesmouth and Cleveland Coast area, including seven Sites of Special Scientific Interest (SSSI) and the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar Site. Natural England consulted on the changes to the SSSI boundaries between July and November 2018. This included an enlarged Teesmouth and Cleveland Coast SSSI, which includes the majority of the area of the seven previous SSSIs, linking and combining them with substantial extensions. The new SSSI was formally notified by Natural England in April 2019.

**7.14** During the 2018-2019 monitoring period there were seven Sites of Special Scientific Interest (SSSI) within, or partially, within Redcar and Cleveland, excluding the National Park. The sites were:

- South Gare and Coatham Sands
- Redcar Rocks
- Lovell Hill Pools
- Saltburn Gill
- Boulby Quarry
- Langbaugh Ridge
- Pinkney and Gerrick Woods

**7.15** During the last survey, all sites were in a favourable condition, excluding two units, one which made up part of South Gare and Coatham Sands SSSI (now part of the Teesmouth and Cleveland Coast SSSI) and one which makes up part of Pinkney and Gerrick Woods. These units were in an unfavourable but recovering condition.

**7.16** Natural England has also recommended to Government that the existing SPA and Ramsar Site be revised to include extensions which will include additional areas of land. Notably, in terms of the potential impacts on the SPA from recreation and tourism, these additional areas would include the intertidal area as far south as Marske and Coatham Marsh.

**7.17** The Council have been working with partners, including Natural England and industry, as part of the Tees Estuary Partnership (TEP) to agree a collective vision for on-going management of the interests of wildlife and industry in the estuary. In October 2017, the Tees Estuary Partnership (TEP) produced a Memorandum of Understanding for the Teesmouth and Cleveland Coast SPA and proposed extension to give clarity to businesses about operations in and around the Tees Estuary, providing up-front advice on activities that can continue at current levels once the proposed extension of the SPA has been classified.

## 7 Environmental quality

**7.18** The second part of the TEP's vision for the Tees seeks ambitious outcomes for nature conservation, exploring the development of a Habitat Banking system which will facilitate a wide range of environmental projects and simultaneously enable future developments on the Estuary. Work continues to be ongoing and progress on this process will be reported in future Monitoring Reports.

**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 RMA or provide other suitable mitigation to satisfy the requirements of the Habitats Regulations Assessment. While mitigation measures have begun to be implemented, during the reporting year no 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 2019, there were 103 Local Sites within the borough, including the area which lies within the National Park. Of these sites, 42% were in positive management.

### Minerals and Waste

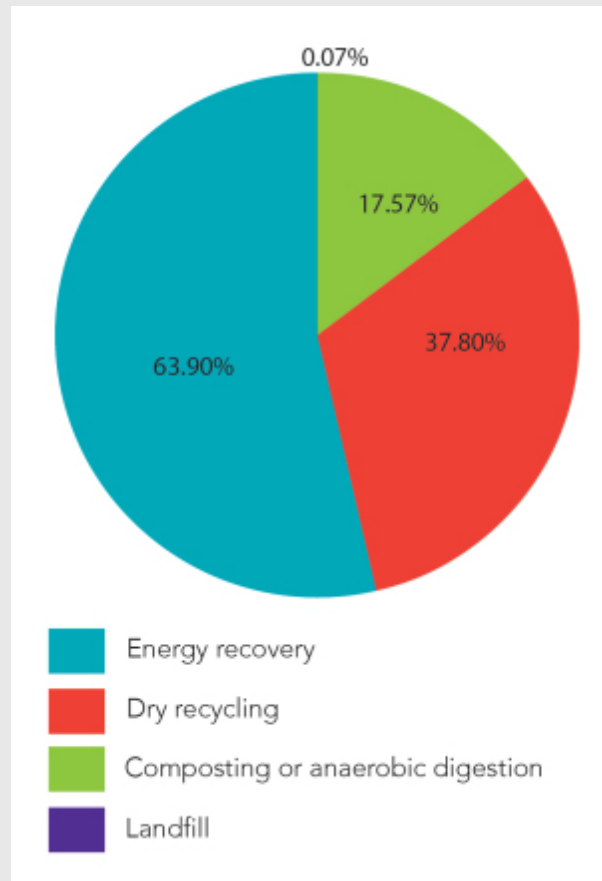
**7.22** The five Tees Valley Unitary Authorities adopted the joint Minerals and Waste Development Plan Documents in September 2011. A Local Aggregates Assessment (LAA) was first published by the joint authorities in July 2016 and updated in October 2018, and will continue to be updated on an annual basis. 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. The LAA is updated on an annual basis. The last update commenced in January 2019 and was published for consultation in November 2019.

**7.23** Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2018/19, 67,427 tonnes of municipal waste was collected, a relatively small 2.3% increase from 65,866 tonnes in 2017/18. A total of 56,747 tonnes of household waste was collected, a 1.7% increase from 55,825 tonnes in 2017/18. The percentage



of household waste sent to landfill decreased to only 0.07%. There was a small decrease in the amount of waste sent for energy recovery and waste for recycling. There was a slight increase in waste sent for composting or anaerobic digestion.

**Figure 2 Household waste by management type  
2018/19**



**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.

**7.25** During the monitoring period permission was granted for the construction and operation of a mineral processing and refining facility at Wilton International.

### **Leisure and recreation facilities**

**7.26** Within the year a total of six small scale developments relating to leisure and tourism were approved. All the applications were for change of use rather than new developments. One application was a gymnasium in Guisborough, two were for soft play facilities in Lotus and Dormanstown and four applications was for dance/fitness studios with one each in Saltburn, Skelton, Guisborough and Redcar. None of these facilities were for outdoor play areas or public indoor recreation facilities such as leisure centres or swimming pools.

## 7 Environmental quality

**7.27** Developer contributions were secured from housing developments in Guisborough to fund improvements to leisure facilities and open space in the town. This included financial contributions from the housing developments at Spring Lodge, Stokesley Road and Cleveland Gate.

**7.28** 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 deliver the Kirkleatham Estate Development Project to secure the conservation and enhancement of the historic buildings and their landscape on the site
- 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, particularly in Biodiversity Opportunity Areas.
- Continue to ensure good design in new development is promoted.
- Produce a new Environment Strategy for the borough.
- Implement the new Local Plan to protect the natural and historic environment.
- Update the Developer Contributions Supplementary Planning Document to ensure developer contributions are secured 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	4	New indicator
TCI2	Number of people killed or seriously injured in traffic accidents	25	Down
TCI3	Bus patronage	3,549,612	Down
TCI4	Number of new community facilities permitted	1	Down
TCI5	Number of community facilities lost	5	Up
TCI6	Annual rail patronage	873,667	Down
TCI7	Length of improved path	20m	New indicator

**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** In 2018/19 the Council focused on preparing for the future travel needs of residents and businesses by securing the evidence base on which to make decisions about future schemes. This included a technical assessment of the transport networks in the borough and neighbouring Middlesbrough. This study, the Joint Travel Needs Assessment, identified that key road junctions in the borough will need improving if future travel needs are to be met. These junctions are Greystones, Tees Dock, Swan's Corner and Westgate. Other areas of the highway network also will experience stress in the future including part of Kirkleatham Lane, Redcar. The study also indicated that there is a possible case for a new railway station near Nunthorpe and that bus priority measures will be needed to achieve mode transfer.

**8.3** The study has now resulted in the commissioning of further work to develop specific highway improvement schemes along the A174 from Greystones Roundabout to Skelton, along with a walk and cycle route between Brotton and Skelton. The A174 schemes will improve connectivity from the east of the borough to destinations including Teesport, as well as improving the resilience and capacity of the transport network, both on the Council's road network and on that of Highways England.

**8.4** The study has also informed the development of the transport plan "Transport for the Future" which forms part of the Tees Valley Strategic Transport Plan which will shape transport investment in the borough until 2026 and beyond. The Plan is scheduled to start in 2020 and will deal with the following transport challenges:

- Improving connectivity for a population living in geographically dispersed communities with differing needs.
- Providing transport that meets the needs of an ageing population with increasing mobility constraints, while meeting the needs of younger residents.

## 8 Transport and community infrastructure

- c) Ensuring that strategic housing and business developments can go ahead without creating environmental, financial or social impacts from transport that damage our quality of life.
- d) Growing the visitor economy without creating traffic congestion and other issues such as excess parking demand.
- e) Encouraging the greater use of low or zero carbon transport technologies.

**8.5** The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward other improvements. Work included the initial stage of a possible bus partnership that would see improved bus services in the borough and the development of a proposal for a demand responsive transport service in East Cleveland. The latter scheme will be introduced from December 2019 and will give local people a shared taxi style bus service that runs on demand connecting them to employment, healthcare and other destinations either directly or via the conventional public transport network.

**8.6** Work also continues to develop the Wheels 2 Work service which provides short term hire of electric bicycles and mopeds to resident of the Tees Valley who are otherwise unable to access employment. This service is very popular with a waiting list for the use of the 70 cycles/mopeds and more capacity is being delivered in 2019/20 including the provision of cars for longer journeys.

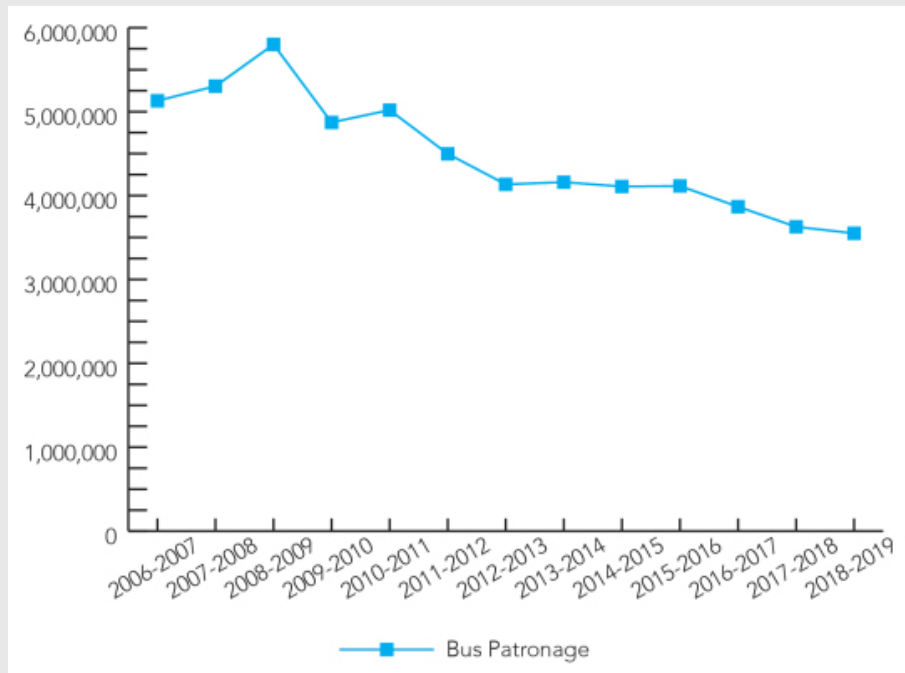
**8.7** Improvements have been made to 20m of steps on the Cleveland Way at Skinningrove. Two new paths have been approved for addition to the Definitive Map with a total length of 600m. However, these will require major physical works to make them available to the public.

**8.8** A total of four permitted major applications required the preparation and implementation of travel plans to encourage the use of sustainable transport modes.

**8.9** Rail patronage covers the eight public railway stations in Redcar and Cleveland, excluding British Steel Redcar. The annual rail patronage for 2018/19 was recorded as 873,667 boarders and alighters compared with 893,243 in the previous monitoring period. Over the monitoring period South Bank saw the greatest increase in patronage, a 9% increase, while Marske saw the greatest decrease at 12%.

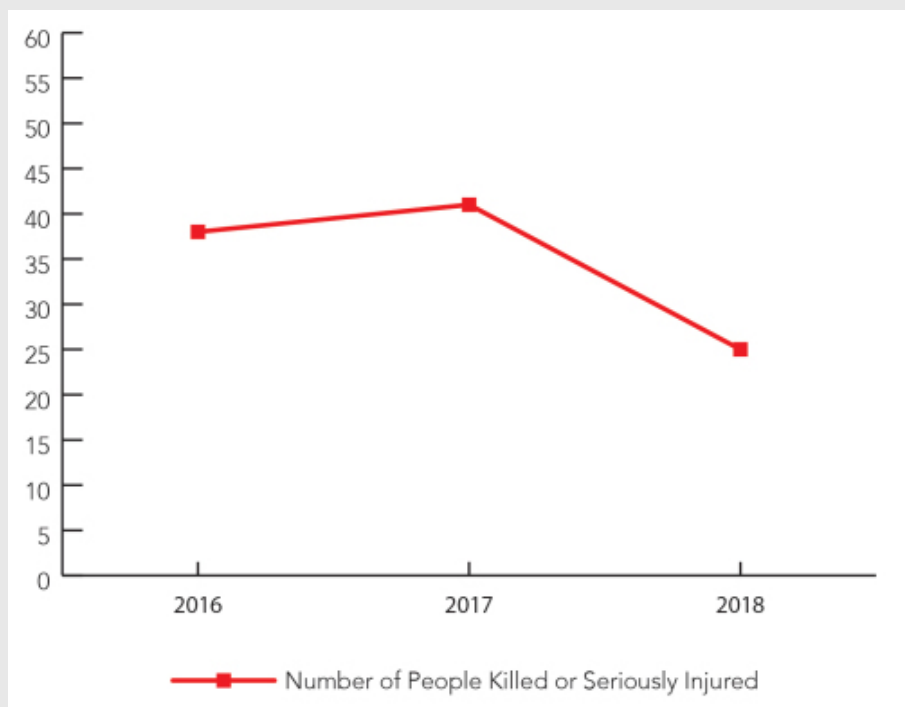
**8.10** Bus (Arriva) patronage has been in decline over many years. In 2018/19, Bus (Arriva) patronage fell by 2.2% to 3,549,612 The Council will continue to promote sustainable forms of transport to stem the decline in the use of these modes of transport.

Figure 1 Bus Patronage



**8.11** The number of people killed or seriously injured in traffic accidents has fallen from 41 to 25. Numbers also continue to remain significantly below the peak of 72 in 2006.

Figure 2 Number of people killed or seriously injured



### Community Facilities

**8.12** Within the year there were only two planning applications related to community (D1) uses. These were a change of use and conversion of a first floor vacant residential flat to form an extension of an adjoining dental practice in Redcar and a change of use of former medical centre to four self-contained flats in Marske.

**8.13** No developer contributions were acquired from developers to fund new or improved community facilities, although leisure and open space contributions were received.

#### 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 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 is**  
**Redcar & Cleveland**

**Growth, Enterprise and Environment  
Directorate**

Redcar & Cleveland House  
Kirkleatham Street  
Redcar  
Yorkshire  
TS10 1RT

**[www.redcar-cleveland.gov.uk](http://www.redcar-cleveland.gov.uk)**