



Redcar & Cleveland **Authority's Monitoring** **Report 2020-2021**



this is Redcar & Cleveland

1 Introduction	2
2 A place called Redcar and Cleveland	4
3 Monitoring plan making	7
4 Sustainability and Design	13
5 Economic development	17
6 Housing	30
7 Environmental quality	39
8 Transport and community infrastructure	46

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 2020 to 31 March 2021, 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 2021. 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 2020-2021. 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

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

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 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) published 2018 based sub-national population projections project a population of 137,879 in 2020. The projections indicated 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. Based on a continuation of existing trends and 2018 based household projections, an additional 4,388 households are expected to form within the borough between 2018 and 2032, resulting in an increase in the number of households from 61,864 households in 2018 to 66,252 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 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

2.6 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⁽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

2.8 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 (Claimant Count measures the number of people claiming benefit principally for the reason of being unemployed) in March 2008, reaching a peak of 5,992 official claimants in January 2013. In March 2020 there were 3,845 official claimants (4.7% of resident population aged 16-64), however by April 2020 this had increased to 5,665 (7%). At a national and regional level there were also significant increases in percentage of claimants within this period, reflecting the impact of the COVID-19 pandemic. In addition to newly unemployed this figure may also include people who are temporarily away from work, whose income has fallen below a certain threshold or are temporarily not looking for work. During the year from April 2020 to March 2021, the number of claimants increased marginally to 5,890 (7.2%), with a peak of 6,180 (7.6%) in May 2020. In comparison the North East figure increased from 6.9% to 7.2% and the national figure which increased from 5.1% to 6.5% over the same period.

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 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.

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.

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

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 underway on measures to help achieve this ambition, including through our 'A Greener Future' programme and recently published website.

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 and National Model Design Code

3.2 The National Planning Policy Framework was updated in July 2021 and the National Model Design Code (NMDC) published. This was in response to previous Government consultations. Key changes include:

- ensuring beauty and place making is a strategic theme in national planning policy;
- setting out the expectation that Local Authorities produce their own design codes and principles, involving local communities, which new development should reflect;
- asking for streets to be tree-lined;
- improve biodiversity and access to nature through design; and
- emphasis on approving good design and refusing poor quality schemes.

3.3 The NMDC provides a comprehensive list of principles that councils should consider when formulating their own design codes.

3.4 Other changes include a requirement that where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.

3.5 Reference to climate change has also been inserted within the presumption in favour of sustainable development, and there have been minor changes to paragraphs on flood risk and biodiversity.

3.6 The updated NPPF also explains that Article 4 Directions should be limited to the smallest geographical area possible and, as before, to situations where an Article 4 direction is necessary to protect local amenity or the well-being of the area.

Use Class Order

3.7 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.

3.8 Significant changes to the use class system in England have been implemented through the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on 1 September 2020 when the Use Class Order 1987 was significantly amended. Under the new use class system a number of existing separate use classes, A1 (retail), A2 (financial/professional services), A3 (cafe/restaurant), B1(business) and some D1(non-residential institutions) and D2 (assembly and leisure) use classes, have been brought together in a new E use class(commercial, business and service). Remaining D1 use class now fall under new use class F1 (learning and non-residential institutions), with

3 Monitoring plan making

remaining D2 use classes falling under new use class F2 (local community uses) and sui-generis. Small retail shops (not more than 280m²) mostly selling essential goods and at least 1km from any other shop will also now fall under use class F2. A4 (pubs/bars), A5 (takeaways) and D2 cinemas and live music venues now fall under sui-generis use. The intention of these changes is to bring increased flexibility to help high streets and town centres. By bringing a number of previously separate uses together the Government hope it will be easier to change between business types.

Permitted Development Rights

3.9 Development Permitted development rights allow changes of uses between certain use classes without the need to obtain planning permission. Amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015 came into force on 1 August 2021. This updated permitted development rights using the new use classes (as above). One of the key changes was a new permitted development right to change commercial/ business/ services uses (in Class E) to dwelling houses (C3) subject to prior approval from the local authority and meeting certain conditions.

3.10 Transitional provisions for PD rights remained in place until 31 July 2021, allowing change of use under the old use class system. During the monitoring period a number of time limited permitted development rights were also in use allowing temporary changes including temporary use of land and measures to allow A3 and A4 uses to change to takeaway food (A5) use in response to the COVID-19 pandemic.

Planning for the Future White Paper

3.11 The White Paper was published in 2020 with consultation undertaken covering a package of proposals for significant reform of the planning system covering plan making; development management; development contributions (section 106) and related matters. The aim was to create a new system which is easier for the public to access, transforms the way communities are shaped, and build needed high quality affordable homes. The outcomes of the consultation are awaited.

Planning Bill

3.12 The Planning Bill was introduced during the Queen's Speech on May 11 2021. The main elements of the Bill are:

- Changing local plans so that they provide more certainty over the type, scale and design of development permitted on different categories of land.
- Significantly decreasing the time it takes for developments to go through the planning system.
- Replacing the existing systems for funding affordable housing and infrastructure from development with a new more predictable and more transparent levy.
- Reforming the framework for locally led development corporations to ensure local areas have access to appropriate delivery vehicles to support growth and regeneration.

3.13 The Government are currently considering how to progress planning reforms.

The Environment Act 2021

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

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

3.16 The Act also amends the duties required by Local Authorities who will require them to produce Biodiversity Reports, including reporting on any BNG from developments.

What progress has been made on the New Local Plan?

3.17 The Local Development Scheme (LDS) is a vital component to the successful management of the Local Development Plan as it sets out the Council's timetable for the preparation of its Local Plan. Performance is measured against the LDS that was published in November 2016.

3.18 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.

3 Monitoring plan making

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

3.19 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.

3.20 The Local Plan was adopted in 2018 and is still considered up to date but will be reviewed inline with the NPPF five year requirements. A new LDS will be published if considered necessary under this review.

Community Infrastructure Levy

3.21 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.

3.22 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

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

Supplementary Planning Documents (SPDs)

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

Redcar and Cleveland Housing Strategy 2019-2024

3.25 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.

3.26 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.

3.27 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

3.28 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.

3.29 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.

3.30 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.

3.31 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

3.32 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 2020 to March 2021 was 100% of major applications determined within 13/16 weeks or subject to agreement. This is above the threshold of 60% (over a two year reporting period). 98.8% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

3.33 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 2020/21, the percentage of major and minor applications granted at appeal was well below this threshold.

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.

Table 1 Sustainability and Design Indicators

Indicator		Output	Trend
SD1	Percentage of development in urban and coastal area (housing/employment)	62% housing	Up
		69% employment	Down
SD2	Percentage of housing on Previously Developed Land (PDL)	34% PDL	Up
		66% greenfield	Down
	Percentage of employment on Previously Developed Land (PDL)	100%	Same
SD3	Number of approved applications outside of development limits without justification	0	Down
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	Development related to offshore windfarm (multiple applications)	Same
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: Excellent	Same
		Marske: Good	Same
		Redcar (Stray): Excellent	Same
		Redcar (Granville): Good	Same
		Redcar (Coatham): Excellent	Same
		Redcar (Lifeboat Station): Excellent	Same
SD8	Number of developments approved in areas at risk of flooding contrary to Environment Agency advice	0	Same

4.1 As set out in the 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 not only underpins 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 62% of housing development was in the main urban and coastal area, a small increase from 59% in 2019/20. 38% of development took place in the rural area, the majority in Guisborough, with 26% of all housing development in the borough. 69% of employment (B1/B2/B8) related floorspace provided was in the urban and coastal area with one small development at Marske and one small change of use at Guisborough.

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 will be necessary. In 2020/21 34% of housing development took place on PDL, an increase from 18% in 2019/20.

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. Exceptional criteria, as defined in Local Plan policy SD3, applied to all planning permissions granted outside of development limits.

4.6 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

4.7 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 the Borough of Redcar and Cleveland carbon neutral by 2030, taking into account both production and consumption emission. The Council has recently launched a new website 'A Greener Future' which aims to support the Council's ambitious target of becoming net carbon neutral by 2030, as set out in the Climate Change Strategy approved earlier in 2021. The website contains advice for residents, businesses and visitors.

4.9 Strong progress has already been made, with emissions in the borough reducing by 77% between 2005 and 2019. The internal and external lighting at a number of Council buildings has been upgraded to LED and more effective heating and building management systems have also been installed. The Council has replaced 5% of its fleet vehicles with fully electric equivalents and is committed to significantly increasing this number. We are committed to enhancing our already beautiful natural environment. Between 2014 and 2019 we planted more than 4000 new trees which will have the effect of removing more than half a ton of CO₂ from the air in the borough once they reach semi-maturity. Along with partner local authorities in the north east, the Council has embarked on the establishment of a £300 million Energy From Waste facility in the borough. This will utilise waste from 1.5 million residents around the north to generate electricity which can be fed back into the grid.

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 for development related to the Dogger Bank C and Sofia Wind offshore wind farms, including installation of underground high voltage electrical cables to connect the wind farms to Lackenby substation and other associated works. Smaller systems, including most domestic systems, do not require planning consent. Therefore, there is also likely have been several renewable energy systems installed which did not require planning permission.

Water quality

4.12 There are six water quality monitoring points along our coast. Classifications were not made for the 2020 season due to the impact of the COVID-19 pandemic on the sampling programme. In 2019 four were classed as excellent and two were 2018, two were classed as having excellent water quality and four 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.

4.13 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.

4.14 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

4.15 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, open space and recreation management.

Table 1 Economic development Indicators

Indicator		Output	Trend
ED1	Amount of available employment land (Ha/gross)	428ha	Down
ED2	Employment land developed	5.15ha	Up
ED3	Total employment floorspace developed (by use class)	B1: 66m ²	Down
		B2: 0m ²	Down
		B8: 0m ²	Same
ED4	Loss of employment land to non-employment uses	0.02ha	Down
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	11.09%	-
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	6.23%	-
ED7	Percentage of units in Redcar Primary Shopping Area in A1 use	77.4%	Up
	Percentage of units in Guisborough Primary Shopping Area in A1 use	52.2%	Same
ED8	In-Centre floorspace permitted (gross)	2802m ²	Up
ED9	Out of centre floorspace permitted (gross)	3227m ²	Up
ED10	Number of farm diversification schemes approved	0	Down
ED11	Number of tourism/leisure facilities permitted	1	Same
ED12	Unemployment rates (16-64)	6%	Down
ED13	No. of sites/pitches approved	2	Same
ED14	Percentage of people (16-64) with no qualifications (2020)	10.7%	Down
ED15	Percentage of pupils meeting expected education standards	70%	Same
ED16	No of applications for conversions from residential to tourist accommodation approved	0	Same
ED17	No of equestrian developments approved	3	Same

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

5 Economic development

Employment Land

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

5.3 Approximately 428ha (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 384ha, is for specialist uses at Wilton International and within the South Tees Development Corporation Teesworks site. It should be noted that some of this land may be earmarked for development or be within private ownership and not readily available for wider development.

5.4 Within the monitoring period a small plot at South Tees and a small site at Marske have been added to available employment land. One employment site has been developed at Wilton, one mixed-use site developed at Skelton and one site correction at Wilton. STDC are working to attract businesses and investment to the Teesworks site and a number of planning applications have been approved to improve infrastructure and prepare the site for development. 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. 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 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.

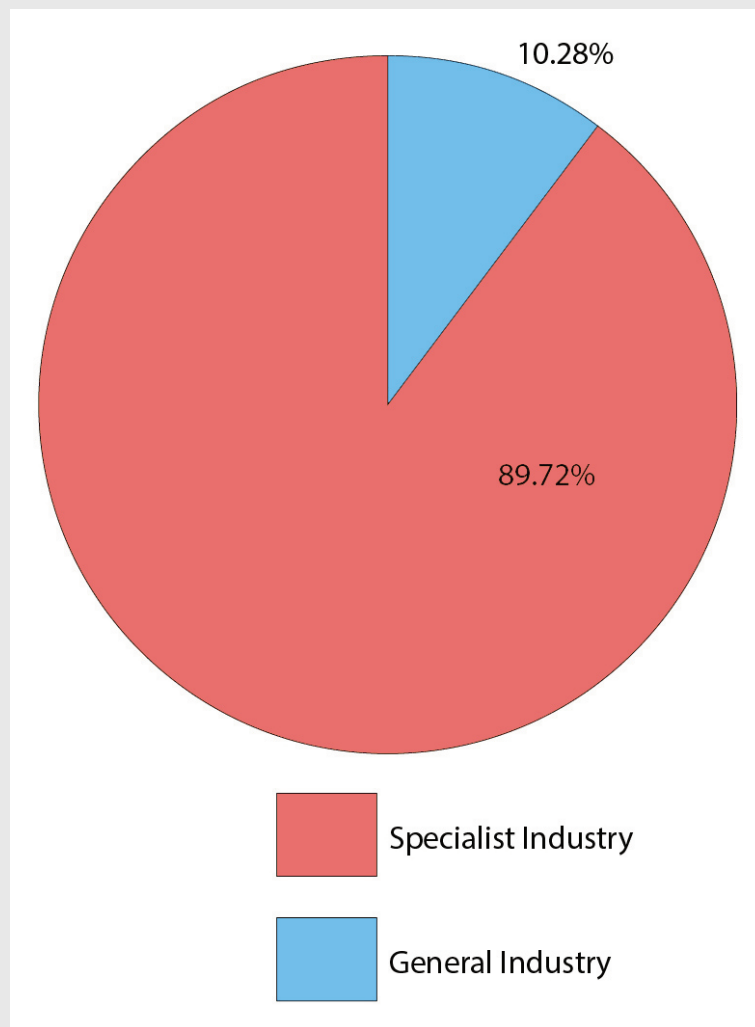
5.6 Following previous review through the Local Plan it is considered that an appropriate amount of employment land remains available to meet the unique requirements of the specialist industries and to ensure that there is a continuous supply of employment land within the borough to provide a choice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

5.7 Within the reporting year approximately 5.15ha of safeguarded previously available employment land has been developed (removed from available land database) and 3.42ha of land safeguarded for a mix of commercial uses (including employment uses) at Skelton has been developed for B2/B8 and sui-generis use. A small plot of land at Wilton International is now being used in relation to Sirius Minerals York Potash Project and a small correction at Wilton International has also been made to remove a site (1.76ha) from available land. Relatively little employment related floorspace was provided during the period and its delivery may have been affected by the on-going COVID-19 pandemic. A small amount amount of B1c floorspace

was developed during the monitoring period at Marske and Guisborough. A new gatehouse was also developed at the gateway to the Teesworks site. B2/B8 floorspace provided at Skelton is expected to be completed in the following monitoring period.

5.8 During the monitoring period one change of use from B use to an alternative use class was completed, a change of use from an existing workshop unit (B2/B8) to children's play unit (D2) at South Buck Way in Guisborough (0.02ha). Permission was also granted for change of use from B2 (industrial workshop) to B2 and sui-generis (MOT centre) at the Trunk Road Industrial Estate in Dormanstown.

Figure 1 Available employment land by type



Quality of Employment Land

5.9 In terms of the quality of general industrial areas, these areas do vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. A number of projects have been implemented or are being planned by the Council. In March 2018, the council agreed to invest £2m for improvements to existing business parks and industrial estates and a further £2.8m for industrial estates growth. The Council will continue to make improvements during the next monitoring period. The Council's 2018 Industrial Estates Strategy and the Area Growth Plans set out how this will be achieved.

5 Economic development

Employment Rates

5.10 In March 2021, the unemployment rate (age 16-64) in Redcar & Cleveland was 6%, this was a decrease from 6.2% March 2020. This compared to a national rate (Great Britain) of 4.9% and a North East figure of 6.2%, both of which had increased from the previous year.

5.11 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

5.12 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

5.13 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 3 for breakdown by centre).

5.14 Significant changes to the use class system in England have been implemented through the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on 1 September 2020. As detailed in table 2, under the new use class system a number of existing separate use classes, including retail, offices and services, have been brought together in a new E use class (commercial, business and service). New F1 and F2 uses have been created and uses such as A4 (pubs/bars), A5 (takeaways) and D2 cinemas and live music venues now fall under sui-generis use. The intention of these changes is to help high streets and town centres by bringing a number of previously separate uses together. The Government hope this will make it easier to change between business types.

Permitted Development

5.15 Throughout the monitoring period our centres have been impacted by the COVID-19 pandemic. Within the period a number of time limited permitted development rights were in use allowing temporary changes including temporary use of land and measures to allow A3 (restaurants) and A4 (pubs/bars) uses to change to takeaway food (A5) use.

5.16 Amendments to the Town and Country Planning (General Permitted Development) (England) Order 2015 came into force on 1 August 2021. These updated permitted development rights use the new use classes as set out in table 2. One of the key changes was a new permitted development right to change commercial/ business/ services uses (in Class E) to dwelling houses (C3), subject to meeting certain conditions.

5.17 Transitional provisions for PD rights remained in place until 31 July 2021, therefore during the monitoring period changes of use took place under the old use class system.

Table 2

Use class (Aug 2021)	Sub -category	Description	Previous use class (pre Sept 2020)
B2	-	General industry, industrial processes	B2
B8	-	Storage and distribution	B8
C1	-	Hotels, boarding and guest houses	C1
C2	-	Residential institutions	C2
	a)	Secure residential institutions	C2a
C3	-	Dwelling house	C3
C4	-	HMO (Houses in Multiple Occupation)	C4
E	a)	Shop (not hot food)	A1
	b)	Food and drink (mostly consumed on premises)	A3
	c)	Services (financial, professional)	A2
	d)	Indoor sport and recreation	D2
	e)	Medical services	B1a
	f)	Nursery, day centre or creche	D1
	g)	Offices, R&D, non-detrimental industrial	B1a, B1b, B1c
F1 - Learning and institutions	-	Education, art gallery, museum, public library, exhibition hall, religion or worship, law court	D1
F2 – Local community uses	a)	Small shop (up to 280 sq. m.) selling essential goods with no other facility within 1km	A1
	b)	Community hall	D2
	c)	Outdoor sport and recreation (not vehicles or shooting)	D2
	d)	Swimming pool or ice rink	D2
Sui generis	-	Uses not specified above, including: (a) theatre, (b) amusements, (c) launderettes, (d) petrol station, (e) car dealership, (f) taxi hire, (g) scrapyards, (h) hostel, (j) waste disposal, (k) retail warehouse, (l) nightclub, (m) casino, (n) betting shop, (o) pay day loan shop, (p) pub or similar, (q) pub with food, (r) hot food takeaway, (s) music venue, (t) cinema, (u) concert hall, (v) bingo hall, (x) dance hall.	Pub was A4 Hot food take away was A5 Cinema etc. was D2

5 Economic development

5.18 Policy ED1 aims to protect the vitality and viability of our centres and aimed to safeguard the retail character and function of Primary Shopping Areas in Redcar and Guisborough town centres by requiring at least 75% of the units to be retained for A1 use in Redcar and at least 55% of the units will be retained for A1 use in Guisborough. In July 2021 77.4% of units in Redcar were in A1 use and 52.2% in Guisborough. Given changes to the Use Class Order and Permitted Development Rights, this indicator will no longer be reported in the AMR. We will continue to monitor the make up of our town, district and local centres in order to understand any impacts of these changes.

5.19 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.

5.20 Following the changes to the Use Class system in 2021 we have updated our use class data to reflect the new classes. A comparison to previous use classes can be found in table 2 above.

Table 3 Number of units in the town and district centres by use class (2021)

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	1	-	1	-	-	-	-
C1	-	1	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-
	a)	-	-	-	-	-	-	-
C3	-	126	14	55	50	-	27	23
C4	-	-	-	-	-	-	-	-
E	a)	209	29	92	16	7	32	43
	b)	35	2	20	1	1	4	11
	c)	34	8	19	2	-	3	5
	d)	2	1	1	-	-	-	-
	e)	4	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	13	-	1	-	-	-	1
F1	-	14	1	9	2	1	1	2

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
F2	a)	-	-	-	-	-	-	-
	b)	-	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	40	6	13	2	1	4	3
	n)	4	2	2	-	1	-	1
	p/q)	27	4	12	2	1	3	4
	r)	26	12	7	1	-	5	5
Total Units		539	79	237	79	13	81	102

Vacancy Rates and Unit Condition

5.21 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 4 shows the amount of commercial use floorspace as a proportion of the total floorspace for commercial uses (this differs from previous Monitoring Reports where vacancy was expressed as proportion of total town centre use floorspace).

5 Economic development

Table 4 Vacant floorspace in commercial uses in in town centre uses in the town and district centres

Centre	Floorspace (m ²)		% Vacant
	Total	Vacant	
Redcar	88,930	13,258	14.91% (-0.59%)
Eston	10,713	1,587	14.81% (+1.81%)
Guisborough	27,170	2,891	10.64% (+0.9%)
Loftus	4,668	346	7.41% (-5.89%)
Low Grange	18,164	0	0% (0%)
Marske	6,894	223	3.23% (-0.89%)
Saltburn	10,348	210	1.58% (-0.32%)
Total	166,887	18, 515	11.09% (-0.16%)

5.22 Over the reporting year, there was a small decrease in vacant floorspace as a percentage of commercial uses within our town and district centres. The biggest decrease was in Loftus. This resulted in a small decrease in vacant floorspace for the year. The vacancy rates in Redcar and Eston remain high at almost 15%.

5.23 Table 5 shows that there are 104 vacant commercial units in the town and district centres, which is a small increase from 100 in the previous year but still less than the peak in 2015/2016. Commercial units exclude residential units.

Table 5 Number of vacant commercial units in the town and district centres since 2014

	2014	2015	2016	2017	2018	2019	2020	2021
Redcar	56	61	58	64	63	62	63	63
Eston	6	6	6	7	8	5	7	8
Low Grange	0	0	0	0	0	0	0	0
Loftus	19	17	21	18	5	5	7	6
Marske	3	4	3	2	1	1	2	3
Guisborough	13	11	15	10	10	12	19	22
Saltburn	7	8	4	4	5	3	2	2
Total	104	107	107	105	92	94	100	104

5.24 The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Table 6 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 significant decrease in the number of poor and very poor commercial units within town and district centres, decreasing

from 76 to 52. Eston has a net decrease of 8 poor/ very poor units, whilst Redcar and Guisborough has 5 less than the previous year. The other centres have similar numbers of poor/ very poor condition units compared to the last reporting year.

5.25 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 6 Condition of the units in town centre uses in the town and district centres

	Very Good	Good	Average	Poor/Very Poor	Poor/Very Poor 2019/20
Redcar	114	204	61	34 (8.23%)	39 (-5)
Eston	16	31	12	6 (9.23%)	14 (-8)
Low Grange	12	-	1	- (0%)	- (=0)
Loftus	18	4	5	2 (6.90%)	5 (-3)
Marske	19	23	11	1 (1.85%)	3 (-2)
Guisborough	97	50	26	9 (4.95%)	14 (-5)
Saltburn	40	27	12	- (0%)	1 (-1)
Total	316 (37.84%)	339 (40.6%)	128 (15.33%)	52 (6.23%)	76 (-24)

Town Centre Use Permissions

5.26 There was a significant increase in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 2802m² compared to 77m² in the previous period. The majority of these applications were for changes of use and conversions and involved a variety of town centres uses including retail, cafes, takeaways and offices.

5.27 Outside of the designated retail centres, permission was granted for a smaller number of schemes with the majority of floorspace relating to the redevelopment of the Regent Cinema, just outside of the designated retail centre, and for erection of a unit for retail at Skelton Industrial estate in an area identified as suitable for this type of use under REG3 of the Local Plan. Outline permission (all matters reserved) was also granted for development of a roadside services scheme at Wilton International comprising a petrol filling station (class sui generis), a mix of retail units comprising convenience store (class A1), restaurant/cafe (class A3) and hot food takeaways (class A5), hotel (class C1) and associated vehicular access and car parking.

Hot Food Takeaways

5.28 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 Economic development

5.29 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 a reduction of one hot food takeaway (in Redcar) compared to the previous year. All other centres have the same number of hot food takeaways as the previous reporting year (2019/20).

5.30 Outside of the designated centres, five planning applications were determined for a new hot food takeaways including changes of use at South Buck Way, Guisborough; Esplanade, Redcar; Fabian Way, Eston; Birchington Avenue, Grangetown and new facility as part of wider development at Wilton International. Please note percentage figures are not directly comparable to previous years due to data correction.

Table 7 Number of Hot Food takeaway units

	No. A5 Units	Proportion of commercial units in A5 use
Brotton	3	17.65%
Carlin How	1	20.00%
Dormanstown	7	33.33%
Enfield Chase	1	11.11%
Eston	12	18.46%
Guisborough	7	3.85%
Loftus	1	3.45%
Low Grange	0	0%
Marske	5	9.26%
New Marske	2	28.57%
Normanby	3	8.33%
Nunthorpe	2	20%
Park Avenue	0	0%
Redcar	26	6.29%
Roseberry Square, Redcar	2	22.22%
Saltburn	5	6.33%
Skelton	1	3.12%
Total	78	7.86%

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

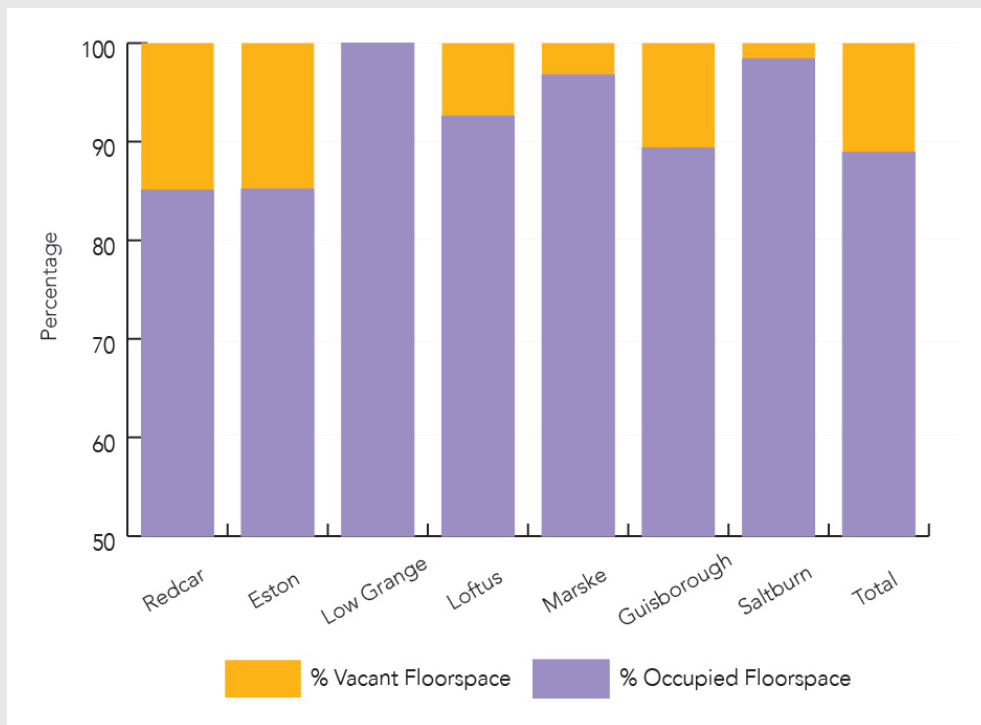


Figure 3 Percentage of units in poor/very poor condition in the town and district centres (town centre uses only)

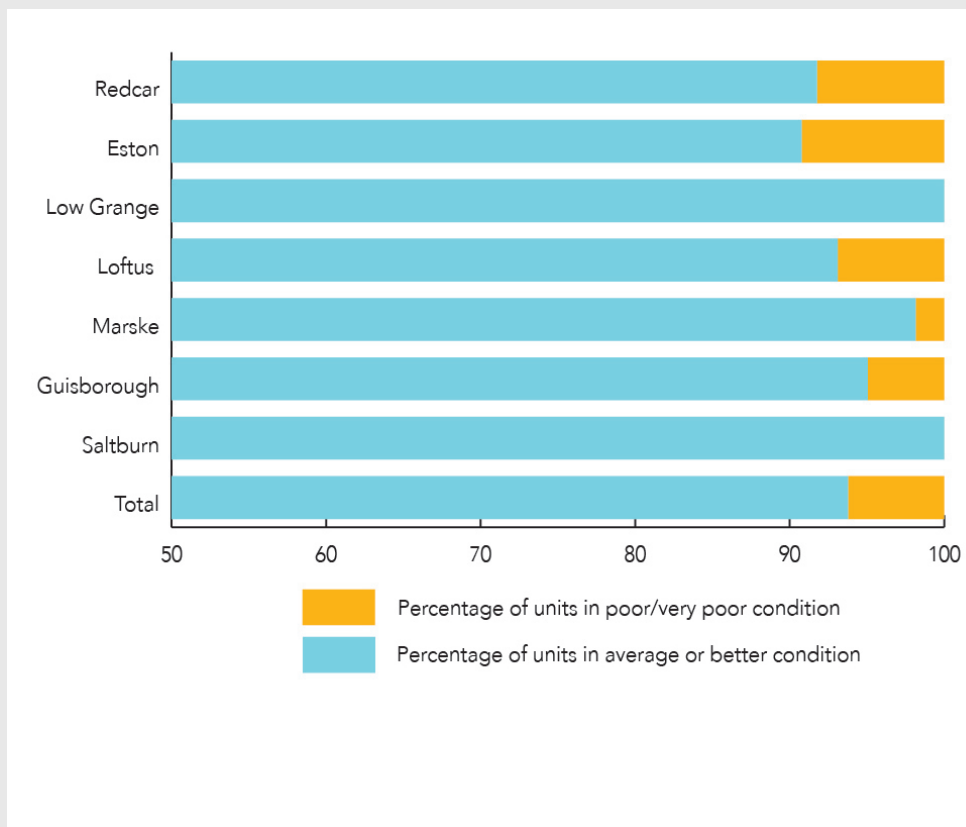
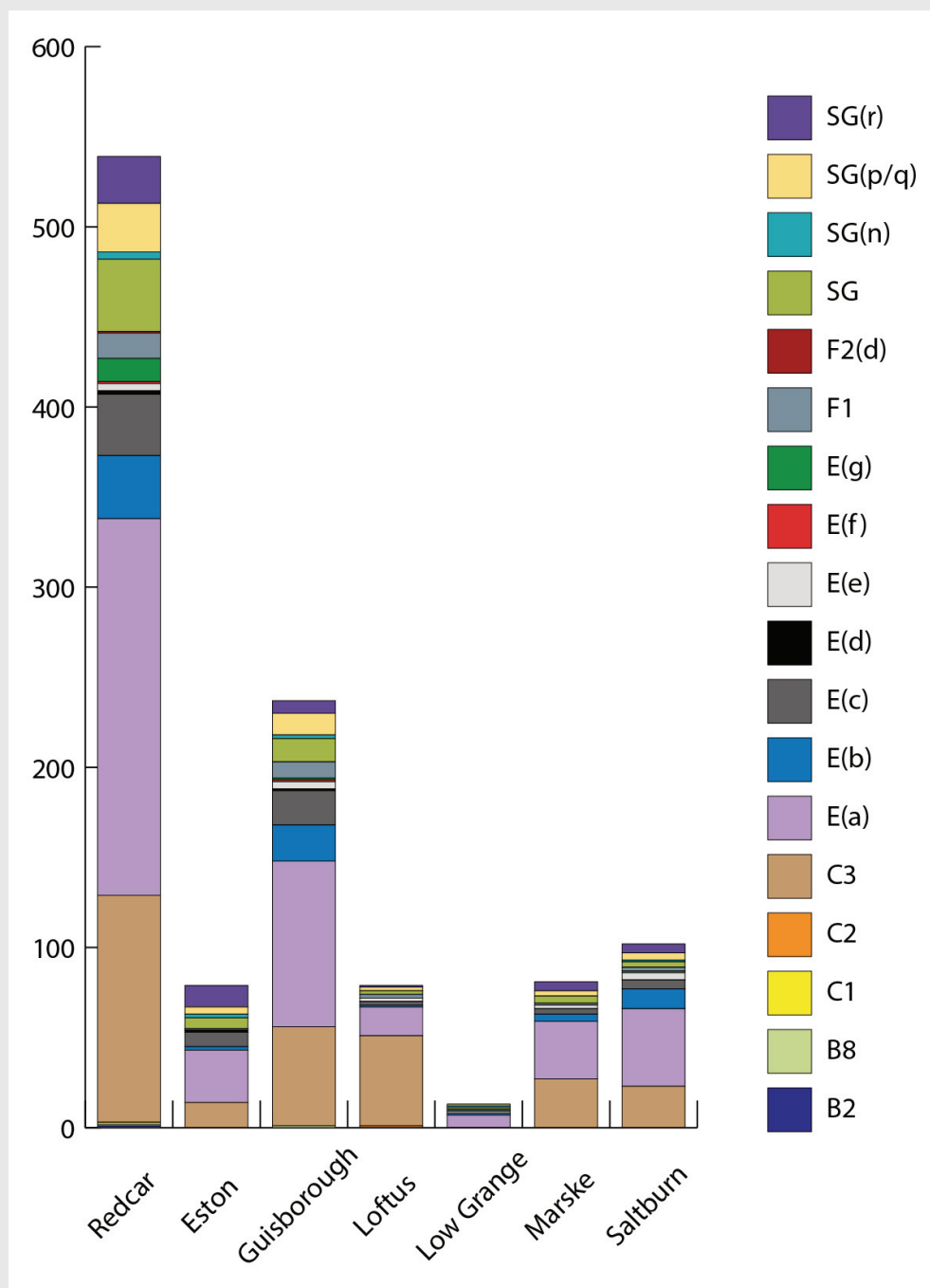


Figure 4 Units in the town and district centres by use class



Rural Development and Leisure and Tourism

5.31 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. No farm diversification schemes were approved during the monitoring year, however permission was granted for a change of agricultural land to horsiculture and garden nursery. Permission was also granted for an agricultural workers dwelling at Moorsholm.

5.32 There were two applications related to provision of tourist sites and pitches within the monitoring period. Permission was granted for change of use of grazing land to holiday park comprising 21 chalets and touring area at Middlesborough Road, Guisborough and permission granted for change of use of agricultural land to form a camping site (16 glamping pods and amenities block) at Lowcross Farm, Pinchinthorpe. Outline permission was granted for a hotel at Wilton as part of wider development. Permission was also granted for the demolition of the Regent Cinema on Redcar Seafront and replacement with a new cinema.

5.33 Permission was granted for three equestrian developments during the monitoring period, use of land for horseculture and construction of arenas at Loftus, Stanghow and Saltburn.

5.34 It is recognised that the number of leisure and tourism developments, and developments supporting the rural economy, approved during the monitoring period remains relatively low. However, the 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.

6 Housing

Table 1 Housing Indicators

Indicator		Output	Trend
H1	Number of net additional dwellings	359	Down
H2	Number of new housing completions (Gross)	362	Down
H3	Number of housing completions on allocated sites	192	Up
H4	Number of affordable dwellings delivered	74	Down
H5	Number of subdivisions/conversions approved at appeal	0	Same
H6	Number of HMOs approved at appeal	0	Same

6.1 To retain our skilled workers, and attract others to the borough, we need to provide a high quality residential offer and attractive neighbourhoods to meet a variety of needs and aspirations. This section of the AMR reports on progress against the Council's housing targets, including housing completions, location of new housing, affordable housing and number of demolitions, conversions, Gypsy and Traveller sites and information on the Self-build Register.

Major Planning Applications

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

R/2020/0422/RMM Saltburn Riding School, Saltburn by the Sea: reserved matters application (appearance, landscaping, layout and scale) following outline planning permission for demolition of existing buildings to allow residential development (up to 30 dwellings)

R/2020/0100/FFM Westfield Barn, Dormanstown: demolition of vacant agricultural buildings and replace with 3 blocks of two storey modular buildings comprising 20 residential units, office and energy centre

R/2019/0183/OOM land South of Spencerbeck Farm: demolition of existing outbuildings to allow outline planning permission (with some matters reserved) for residential development (52 dwellings)

R/2020/0489/FFM land South of Redcar Road, South Bank: residential development of 28 dwellings comprising of 25 bungalows and 3 1.5 storey houses with associated highway works; new vehicular and pedestrian accesses and landscaping

R/2020/0245/FFM land North West of Gurney Street: erection of 23 dwellings with associated parking and landscaping

R/2020/0069/RMM land at Caernarvon Close, Somerset Road, Cheddar Close, Avondale Close, Monmouth Road, Aberdare Road, Bridgend Close, Grangetown: reserved matters application (appearance, landscaping, layout and scale) following approval of outline planning permission for residential development of 31 dwellinghouses

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 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.

6.4 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 2020 measurement the years are 2017/18, 2018/19 and 2019/20. The published results show that in Redcar and Cleveland completions exceeded the requirement by 389%.

6.6 During the past 6 years, we have delivered new housing at an average rate of 394 dwellings per annum (net). The number of new homes completed (gross) decreased to 362 from 384 in 2019/20 and 504 in 2018/19. 192 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
2015 - 21 (Total)	2582	219	2363

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;

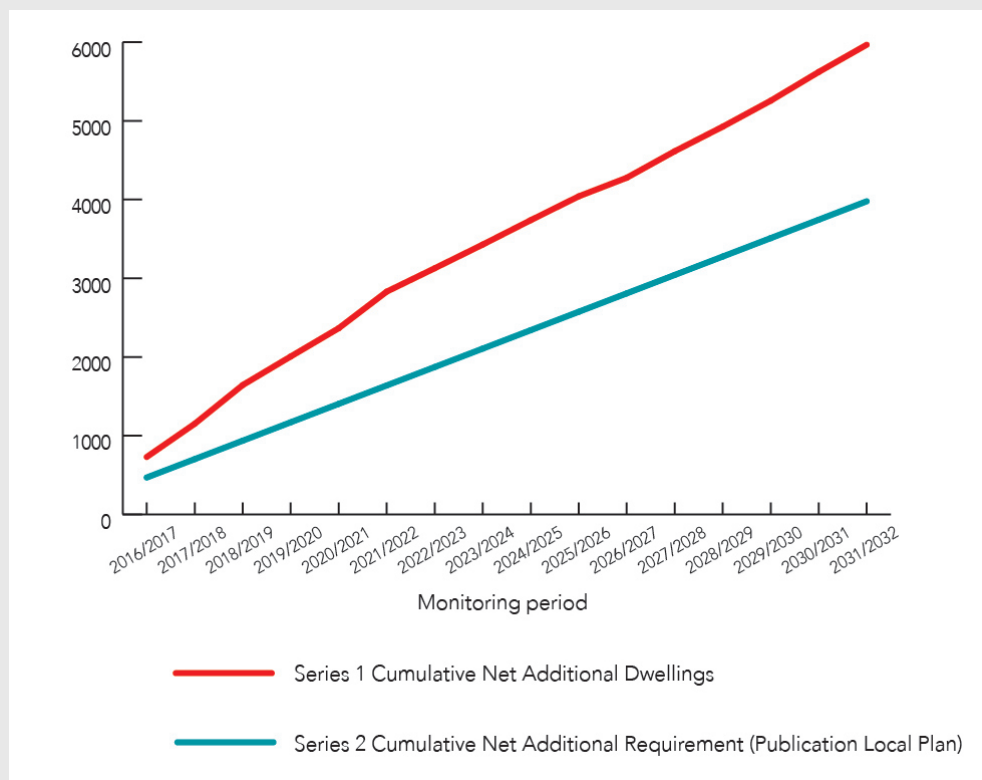
6 Housing

- 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 Over the first 6 years of the plan period, from 1 April 2015 to 31 March 2021, there were 2,365 net additional housing completions. This equates to about 60% of the minimum local plan requirement of 3,978 and leaves a residual minimum requirement of 1,613 dwellings over the remaining 11 years, which is equivalent to 146 per annum. Since the start of the plan period a surplus cumulative balance of 959 completions has accrued against the minimum average of 234 per annum. Annual net completions have averaged 394 and range from 213 (2015/16) to 556 (2016/17). In 2020/21, there were 357 net additional completions (362 gross), which represents a strong performance given very low completions in the first quarter of the period due to the Covid-19 lockdown.

Table 3 Balance of Housing Requirement against Policy H1

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Net Completions	213	516	422	492	363	359
Local Plan Minimum Average Requirement (Policy H1)	234	234	234	234	234	234
Balance	-21	261	449	707	836	959

6.11 As at 1 April 2021, council records showed there were unimplemented planning permissions for an estimated 3,428 net additional dwellings. The vast majority of that supply (3,304 dwellings) was on 43 sites of at least 5 dwellings net. The balance of the supply (124 net additional dwellings) was on 82 smaller sites with permission for fewer than 5 dwellings, which included outright stock losses of 7 existing dwellings at 7 properties due to demolition, alteration or change of use from C3 dwellings. Total housing permissions were equivalent to 14.6 years supply against the annual baseline requirement of 234 per annum and 26.4 years supply against the residual requirement. While it is not anticipated that all of those permissions will be implemented within the plan period and some may expire, it is also reasonable to assume that completions could be achieved through revised proposals and, significantly, on other sites including those which are the subject of planning applications currently awaiting determination or recently approved.

6.12 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable housing supply from 1 April 2021 to 31 March 2026 is 1,676 dwellings, which is higher than the 2020 estimate (1,545) and would, incidentally, be sufficient to meet the residual balance of the Local Plan minimum requirement (1,613). In the table below, the estimate is broken down by planning and development status. The vast majority of the supply would be on sites within the planning process.

6 Housing

Table 4 Estimated Deliverable Supply Summary 2021/22-2025/26

Supply Component	Sites	Deliverable Supply 2021/22 - 2025/26	Balance to Year 6
Under Development	23	962	206
Detailed Permission	18	393	299
Outline Application	2	120	275
Other Allocation	1	14	0
Other Assessed Sites	2	44	0
Smaller Permissions (1-4 units net)	82	114	0
Estimated Indirect Contribution via C2 Permissions (see PPG Para 35)	1	29	0
Total	129	1676	780
Annualised Average		335	

6.13 As shown in the table below, taking into account the estimated deliverable supply of 1,676, if the accumulated surplus of 959 is fully included in the requirement calculation (scenario a.), there would be a 38 year estimated supply. If the surplus was to be applied proportionately across the 11 remaining years of the plan period (scenario b.), there is over 18 years estimated supply (against an adjusted five-year requirement of 459, or 92 per annum). If conversely the surplus balance was entirely disregarded, a deliverable supply would still be evidenced, equivalent to 6.81 years against the baseline plus a 5% buffer (a requirement of 1,229 dwellings, or 246 per annum). Further details are included in the Redcar and Cleveland Five Year Housing Land Supply Assessment, 1 April 2021 - 31 March 2026.

Table 5 Five-Year Supply Calculations

Scenario	a.	b.
Estimated Deliverable Supply	1,676	1,676
Annualised Average	335	335
Five Year Requirement		
Local Plan Baseline Minimum Requirement 2015-32 (234dpa)	1,170	1,170
Less Accumulated Surplus 15/16-19/20	959	959
Adjusted Requirement 20/21-24/25	212	440
5% Buffer	10	22

Scenario	a.	b.
Five Year Supply Requirement 20/21-24/25	219	459
Balance of Supply	1,457	1,217
Annualised Average	44	92
Estimated Supply in Years (estimated deliverable supply ÷ annualised average requirement)	38.09	18.21

Brownfield Land Register

6.14 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.

6.15 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.

6.16 The Redcar & Cleveland Brownfield Land Register was originally published in December 2017, and was last updated in December 2020. 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

6.17 House prices in the borough remain lower than other parts of the UK. According to Land Registry House Price Index, the average house price in the borough at March 2021 was £136,423, up by approximately 11.6% from £122,267 in March 2020. The average house price for the UK increased by approximately 10% to £255,913, approximately 88% higher than in Redcar and Cleveland.

6.18 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.

6.19 During 2020-2021, there were 74 units of affordable housing delivered in the borough. This was a decrease from 96 units in the previous year. 2020-2021 has seen the largest affordable housing contributions from developments within the town of Redcar and all within the Kirkleatham ward. One such development has been delivered through grant funding and consists of a mixture of apartments for older people with care needs, alongside homes for

6 Housing

families and older people. Another delivered affordable family housing within a large private development through a S106 planning agreement. There were 3 Empty Homes returned to affordable housing use. These homes were located in Grangetown (2) and South Bank (1).

Gypsies, Travellers and Travelling Showpeople

6.20 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.

6.21 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 required
2015-2020	2	20
2020-2025	3	23
2025-2030	3	26
2030-2032	1	27
Total	9	27

6.22 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.

6.23 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.

6.24 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.

6.25 During the 2020/21 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

Self-Build and Custom Build Register

6.26 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.

6.27 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.

6.28 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.

6.29 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2021 (base period 6), one further entry was also added bringing the total currently on the register to thirteen.

6.30 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 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)
Individual	2	4	0	3	1	1
Group	0	0	0	0	0	0
Other	0	2	0	0	0	0
Base period total	2	6	0	3	1	1
Running total	2	8	8	11	12	13

6.31 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.

6.32 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.

6.33 Table 8 details that by October 2021, a suitable number of permissions have been granted to satisfy the demand identified in each base period.

6 Housing

Table 8 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)
Individual	6	10	15	10	5	7
Group	0	0	0	0	0	0
Base period total	6	10	15	10	5	7
Running total	6	16	31	41	46	53

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, through the HELAA to provide an integrated assessment of housing and economic development potential.
- 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.

Table 1 Environmental quality Indicators

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	1	Same
EQ2	Number of applications permitted in sensitive landscape areas	4	Up
EQ3	Number of applications permitted in historic landscape of the Eston Hills	1	Up
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	36m ²	Down
EQ5	Amount of new open space approved	0.008ha	Down
EQ6	Percentage change in area of designated biodiversity sites	0%	Down
EQ7	Number of heritage assets classified 'at risk'	4 Listed Buildings/ Structures/ Places of Worship	Down
		4 Scheduled Monuments	Same
		3 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	1	Same
EQ9	Total amount of waste collected (tonnes)	69,059 (Municipal)	Up
		60,592 (Household)	Up
EQ10	Percentage of household waste arising by management type	64.86 Energy recovery	Down
		20.68 Recycled	Down
		17.28 Composting/Aerobic digestion	Down
		1.7 Landfill	Up
EQ11	Number of planning applications approved for leisure facilities (D2)	2	Down
EQ12	Number of applications approved in strategic gaps/green wedges	1 strategic gap/1 green wedge	Down
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 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. In 2021, the number of Grade I and II* listed buildings on the Historic England At Risk Register has reduced to three 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

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

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

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

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

There were 3 Conservation Areas on the register:

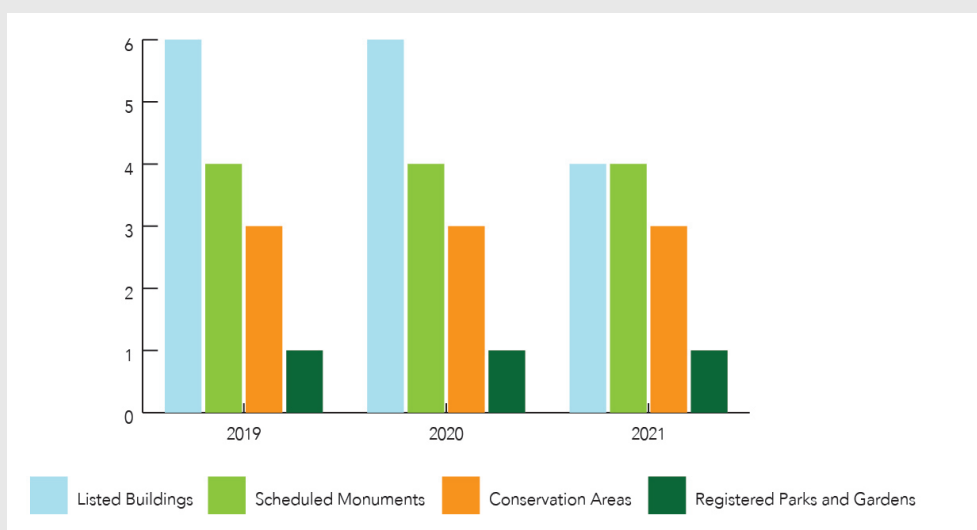
- Loftus
- Coatham
- Guisborough

7.7 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. Work is ongoing to improve Loftus High Street. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan will be completed in the near future.

7.8 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. All conservation areas in the borough have updated Character Appraisals and Management Plans for all are intended to follow. The Council completed the Saltburn Conservation Area Management Plan in October 2019 and in September 2021 an Article 4 Direction and Local Development Order (LDO) came into force covering the Conservation Area. The Article 4 Direction will protect the character of the conservation area by removing certain permitted development rights, meaning that most external alterations to properties will require planning permission. The LDO prepared alongside the 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. An active 'friends group' was established and a management plan produced to steer improvement works which include restoration of the Albert Memorial and supplementary work, with future plans for landscape restoration.

Figure 1 Heritage at Risk



Heritage Coast and Sensitive Landscape Areas

7.10 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, one application for use of land for horseculture and creation of arena for training and turnout of horses was approved in the Heritage Coast. Four applications were approved for development in sensitive landscape areas, the aforementioned scheme; a new Regent Cinema at Redcar; alterations and extensions to an existing farmhouse at Guisborough (also within the Eston Hills Historic Landscape); and a dwellinghouse at Normanby. The impact on sensitive landscape areas was minimal.

7 Environmental quality

7.12 Permission was granted for one development in the strategic gap between Marske and Saltburn, a change of land from horsiculture to private gardens, and one development in the green wedge between Redcar and Marske for installation of high voltage cables. These proposals accorded with Policy N2 Green Infrastructure.

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 one development on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for extension to the cricket pavilion at Moorsholm, providing new kitchen and disabled toilet facilities. The development also includes all practice surface and nets.

7.14 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 2020/21, Green Flag Awards were once again given to two open spaces within the borough, Flatts Lane Woodland Country Park and Guisborough Forest and Walkway.

7.15 In 2021, Saltburn retained its Blue Flag award for the third year in a row, Keep Britain Tidy's highest award. The award is given for high quality seawater, clean beach and beachside amenity. Redcar beach was also named as a UK Seaside Award Beach. The Seaside Award recognises and rewards beaches in England that achieve the highest standards of beach management and the required standards for water quality.

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

Biodiversity

7.17 During the 2020-21 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

7.18 During the last survey, all surveyed sites were in a favourable condition, excluding one unit which makes up part of Pinkney and Gerrick Woods SSSI, which is partially within the Redcar & Cleveland Council Local Planning Authority area and is in an unfavourable but recovering condition. Condition assessments were not available for Teesmouth and Cleveland Coast SSSI which was formally notified by Natural England in April 2019. This new 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.

7.19 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. 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.

7.20 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.

7.21 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 £13,200 was collected through Section 106 agreements to fund mitigation measures.

7.22 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 2021, there were 103 Local Sites within the borough, including the area which lies within the National Park. Data on the percentage of Local Sites in positive management was not collected by Defra in 2021, although management continued to take on place on Council managed sites.

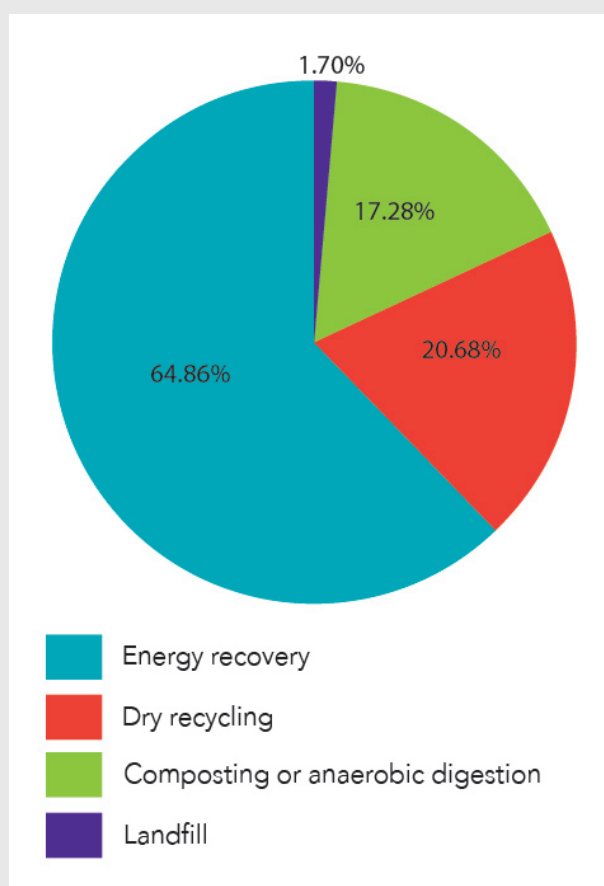
Minerals and Waste

7.23 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. An updated LAA is planned imminently following the publication of the national aggregates survey data.

7 Environmental quality

7.24 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2020/21, 69,059 tonnes of municipal waste was collected, a relatively small 4% increase from 66,525 tonnes in 2019/20. A total of 60,592 tonnes of household waste was collected, a 8% increase from 55,920 tonnes in 2019/20. The percentage of household waste sent to landfill increased to 1.7%, the landfill rate was particularly higher than normal in the second quarter of 2020/21 at 4.49%. There was a small decrease in the amount of waste sent for energy recovery and waste for recycling. There was also a slight decrease in waste sent for composting or anaerobic digestion.

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



7.25 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

7.26 Within the year four small scale developments related to leisure (D2 use) were approved. All were changes of use and involved changes of use to soft play and a gymnasium at Guisborough, a gymnasium at Redcar and training and sports therapy at Marske.

7.27 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. Contributions were received towards public open space in Guisborough. Financial contributions will continue to be sought where possible to improve provision in locations where new housing development takes place.

Next Steps

- Continue to ensure development in or adjacent to Heritage Assets is appropriate by proactively promoting the council's householder guide to conservation areas, Conservation Area Character Appraisals and produce Conservation Area Management Plans for each of the Conservation Areas.
- Continue to work with Tees Valley Local Nature Partnership to identifying potential opportunities for improvements to biodiversity and geodiversity, particularly in Biodiversity Opportunity Areas, 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 new 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	3	Same
TCI2	Number of people killed or seriously injured in traffic accidents	48	Down
TCI3	Bus patronage	1,256,940	Down
TCI4	Number of new community facilities permitted	0	Same
TCI5	Number of community facilities lost	0	Same
TCI6	Annual rail patronage	251,348	Down
TCI7	Length of improved path`	3km	Up

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 The monitoring period, from April 2020 to March 2021, was significantly affected by the COVID 19 pandemic. Government announcements included avoiding all unnecessary travel and the pandemic has had a significant effect on how people travel have travelled and used transportation.

8.3 Bus (Arriva) patronage has been in decline over many years. In 2020/21, bus (Arriva) patronage fell significantly to 1,256,940, from 3,353,031 in 2019/20. This sharp decline coincides with the introduction of COVID 19 travel restrictions and advice to work from home so is not directly comparable with declines experienced in previous years. The Council will continue to promote sustainable forms of transport to stem the decline in the use of these modes of transport.

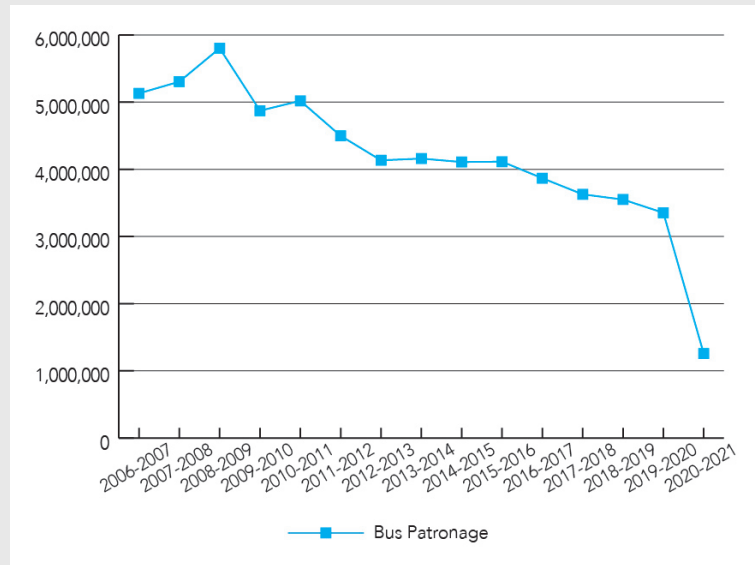
8.4 According to Office of Rail and Road estimates of station uses in 2020/21 there were 251,348 entries and exits of passengers in the eight stations in Redcar & Cleveland, a significant decrease from 953,986 in 2019/20 and reflective of the pandemic and ongoing travel restrictions. Prior to this period entries and exits had increased year on year. Rail services to British Steel Redcar were suspended in December 2019.

8.5 The Joint Travel Needs Assessment, a technical assessment of the transport networks in the borough and neighbouring Middlesbrough, identified that key road junctions in the borough will need improving if future travel needs are to be met. Design work has been undertaken for the Swan's Corner Roundabout Improvement Scheme, due to commence construction in January. Design work has also been undertaken for a traffic light improvement scheme at the Normanby Road / Normanby High Street junction but construction work on this will not commence until summer 2022.

8 Transport and community infrastructure

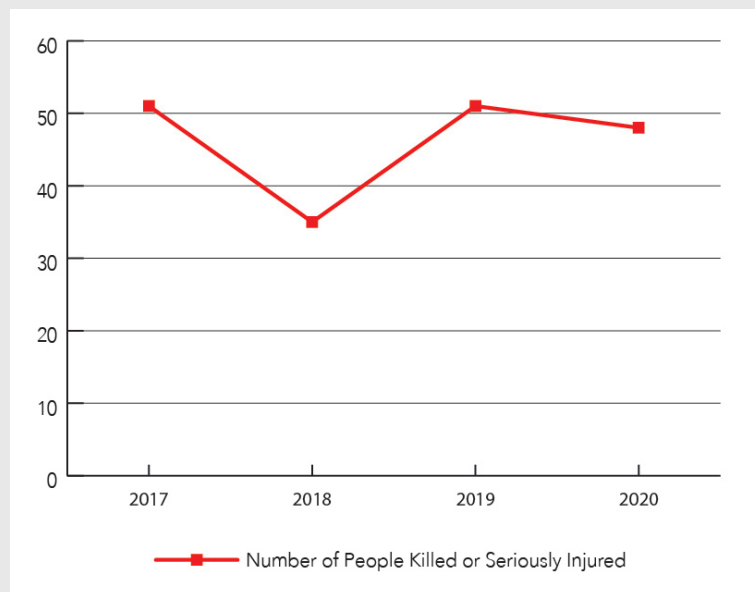
8.6 The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward improvements. Implementation of the Local Transport Plan and Local Plan will help to create sustainable and active communities, including through improving safety and health. In 2020/21, 3km of path was improved at Guisborough Walkway.

Figure 1 Bus Patronage



8.7 The number of people killed or seriously injured in traffic accidents decreased from 51 in 2019 to 48 in 2020. This is a similar number to recent years following a drop in the number of people killed or seriously injured in 2018.

Figure 2 Number of people killed or seriously injured



Community Facilities

8.8 Within the year there were no planning applications related to community (D1) uses. No

8 Transport and community infrastructure

developer contributions were acquired from developers to fund new or improved community facilities, although public open space contributions were received as part of housing development at Guisborough.

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.



this is
Redcar & Cleveland

Growth and Enterprise
Redcar & Cleveland House
Kirkleatham Street
Redcar
Yorkshire
TS10 1RT

01642 774774

www.redcar-cleveland.gov.uk

REDCAR | CLEVELAND