

REGULATORY COMMITTEE
WEDNESDAY 29 MARCH 2023 AT 10:00AM
CIVIC CENTRE, RIDLEY STREET, REDCAR, YORKSHIRE, TS10 1TD



CONTACT

Mrs E J Dale
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21 March 2023

CIRCULATION

Councillors Stuart Smith (Chair), Head (Vice Chair), Baldwin, Brook, R Clark, Hixon, S Jeffrey, Lockwood, Morgan, Ovens, Rider, Thomson and Watts.
Managing Director
All Members of the Council (For information)
The Press [except for Confidential item(s)]

A G E N D A

- | | <u>Pages</u> |
|--|--------------|
| 1. Apologies for Absence. | |
| 2. Declarations of Interest. | |
| 3. To confirm the Minutes of the following meetings:- | |
| (a) Taxi Panel 28 February 2023 | |
| (b) Taxi Panel 16 March 2023 | |
| (c) Regulatory Committee 2 March 2023 | |
| 4. To note the attendance matrix from the last meeting | |
| 5. Development Managers Presentation. | |

REPORTS OF THE MANAGING DIRECTOR

PLANNING APPLICATIONS FOR DECISION

6. R/2022/1016/FF Change of use of public open space (Class F2(C)) to extension of residential garden (Class C3 (A)) including boundary fencing land adjoining 15 Kirkwood Drive Redcar - Officer's recommendation approval
7. R/2022/0447/CA Change of use and conversion from detached vacant building (comprising 7 flats and one two storey cottage) with external alterations to form 1 three storey dwellinghouse; 1 ground floor flat with 1 two storey maisonette above raising the roof ridges of the two storey side wings together with part single storey/part two storey rear extensions with Juliette balconies and external terraces above; demolition of existing rear cottage and new vehicular and pedestrian accesses and parking at front 149A/149B High Street West Redcar - Officer's recommendation approval
8. Delegated Decisions
9. Appeal Information.

10. Enforcement Schedule.
11. Section 106 Agreements.
12. Deemed Consent Applications
13. Redcar and Cleveland Authority's Monitoring Report 2021/22
14. Any items the Chair certifies as urgent.

28 FEBRUARY 2023

TAXI PANEL

A meeting of the Taxi Panel was held on 28 February 2023 in the Redcar & Cleveland Leisure and Community Heart.

PRESENT Councillor Smith (Chair),
Councillors Head, Jeffrey and Rider

OFFICIALS E Dale, D Iceton and C Stannard

EXCLUSION OF PRESS AND PUBLIC

RESOLVED that the press and public be excluded from the meeting on the grounds that the following items contain exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended).

1. **GRANT PRIVATE HIRE DRIVER LICENCE- MS.**

The Managing Director asked Members to consider granting a Private Hire Driver licence.

The applicant MS was present at the meeting.

RESOLVED that having taken all the facts into consideration and the Council's guidelines, MS be granted a Private Hire Driver Licence.

16 March 2023

TAXI PANEL

A meeting of the Taxi Panel was held on 16 March 2023 in the Civic Centre, Redcar.

PRESENT Councillor Smith (Chair),
Councillors Baldwin, Hixon, Head and Morgan

OFFICIALS S Brown, S Clough, S Fenwick, A Hand, D Icton
and C Stannard

EXCLUSION OF PRESS AND PUBLIC

RESOLVED that the press and public be excluded from the meeting on the grounds that the following items contain exempt information as defined in Paragraph 1 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended).

1. **RENEWAL PRIVATE HIRE DRIVER LICENCE- DR**

The Executive Director for Economic Growth submitted a report which requested the Panel to consider an application for the renewal of a private hire driver licence make by DR.

The applicant DR was present at the meeting and accompanied by Mr H.

RESOLVED that having taken all the facts into consideration and the Council's guidelines, the renewal of a Private Hire Licence to DR be not approved.

2. **RENEWAL PRIVATE HIRE VEHICLE LICENCE- KH**

The Executive Director for Economic Growth submitted a report which requested the Panel to consider an application for the renewal of a private hire vehicle licence made by KH.

The applicant KH was present at the meeting and accompanied by Mr H.

During the deliberations the Panel were reminded that the Council's policy stated that a vehicle over 12 years old should not be renewed.

However, on this occasion the Panel took the opportunity to view the vehicle and the MOT inspection records and felt that, in their opinion, the vehicle was safe. They were also comforted by the fact that the vehicle was tested by the Council every 6 months and serviced every 3 months.

TAXI PANEL

16 March 2023

RESOLVED that having taken all the facts into consideration and the Council's guidelines, the renewal of a Private Hire Vehicle Licence to KH be approved.

The Panel also requested that it be noted by the applicant that the Council's policy was in place for good reasons and upon renewal next year the decision may not be the same.

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REGULATORY COMMITTEE

A meeting of the Regulatory Committee was held on 2 March 2023.

PRESENT. Councillor Smith (Chair),
Councillors Baldwin, Brown (substituting for
Councillor Jeffrey), Head, Hixon, Lockwood,
Morgan, Rider, Thomson and Watts.

OFFICIALS. A Carter, E Dale, E Garbutt, C Griffiths, L Hall,
S Plumpton, K Richardson and J Sampson

APOLOGIES FOR ABSENCE were submitted on behalf of Councillors
Brook, R Clark and S Jeffrey

IN ATTENDANCE: Councillors Dowson, Fisher, Hunt, King, Lanigan,
V Smith, Turner, Wells and Wilson.

74. **DECLARATIONS OF INTEREST**

None

75. **MINUTES**

RESOLVED that the minutes of the Regulatory Committees held on 2 and
15 February 2023 be confirmed and signed by the Chair as correct
records.

76. **MATRIX**

RESOLVED that the attendance matrix be noted.

77. **R/2022/0816/FFM Formation of hardstanding, buildings, access
roads from A1085 Trunk Road, associated facilities and landscaping
works in association with the creation of a Park and Ride facility land
to the east former Steel House and north of A1085 Trunk Road
Redcar.**

The Executive Director for Growth, Enterprise and Environment advised
that the application referred to above had previously been presented to
Regulatory Committee on 2nd February 2023 with the recommendation to
grant planning permission.

Members of the Regulatory Committee raised concerns with the proposed
development with regard to two matters:

- (1) Landscaping and Bio-Diversity

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(2) Location and Need of Development

Members resolved to defer the application to request that the applicants give further consideration to these matters.

The additional plans and information had not been the subject of formal public consultation, as the additional information was a request from the Regulatory Committee for additional information to be provided.

Notwithstanding the fact that further public consultation had not taken place, five written responses had been received in relation to the application since the application was deferred at the committee on 2nd February 2023. The responses raised the following comments:

- Development of one of the biggest brownfield sites in Europe should not need to destroy green belt land
- Concern of encroachment of development on the marshes
- Area was popular natural outstanding beauty where many wildlife species thrive. Also popular for nature reserve enthusiasts as well as featuring in poetry and photography books
- Understand work had already taken place in anticipation of permission being granted
- Why was the existing access road not enough
- Seemed it had been rushed with little or no consideration for the effects on the environment
- Green areas were precious and should be preserved where possible
- Understand that it was only 5% intrusion into Green Wedge but should be other options.
- Steel House roundabout and Lackenby roundabout should be considered to avoid need for works on Trunk Road and further cars on Broadway East.
- 5% lost but no commitment to placing any flora
- Deer at the site would have been disturbed from the works

The applicant acknowledged that a small proportion of the development site sat within the Local Wildlife Site (LWS) at Coatham Marsh. This part of the development site was therefore covered by Policy N4 (Biodiversity and Geological Conservation). The applicant had provided an additional plan that detailed the various elements of the scheme that fell within the LWS, the area of land that the individual elements would cover and the percentage of the total area of the LWS that these individual elements would equate to. The works that were to take place within the LWS include; drainage connections, highways works, landscape planting, buffer zones separating the site from the LWS and a utilities zone. The works that were proposed total 13,777sqm which equated to 9.73% of the total development site area (141,563sqm) and 2.22% of the overall area

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of the LWS which was approx. 620,000sqm.

Policy N4 of the Local Plan required that development likely to have an adverse impact on Local Sites, including LWS, would only be approved where;

- f. the benefits clearly outweigh any adverse impact on the site;
- g. no reasonable alternatives are available; and
- h. mitigation, or where necessary compensation, is provided for the impact

The development was considered to satisfy the above criteria as detailed below in the report including the environmental and socio-economic benefits resulting from the development, the lack of viable alternative sites and the mitigation/compensatory habitats that were being provided through the development.

The applicant had produced an enhanced landscaping scheme for the site including provision of additional landscaping along the utility corridor that ran through the centre of the site. This had been illustrated on the submitted illustrative landscaping plan (attached as Appendix 2).

Following the production of this revised scheme an updated Biodiversity Net Gain Assessment had been carried out for the applicants by INCA. The Biodiversity Units (BDU's) that would be lost through the proposed development had been calculated using the Defra Biodiversity Metric 3.1 which was the current and most up to date version of the metric. The assessment identified that 20.24 BDU's would be lost as a result of the development.

The enhanced landscaping scheme now proposed provided 1.12ha of other neutral grassland and 2.422ha of other woodland-broadleaved and this provides 20.76 BDU's. The number of BDUs associated with each habitat had assumed that the grassland and woodland would be maintained in good and moderate condition respectively as defined by the assessment criteria set out in the Biodiversity Metric 3.1, and this would be secured by way of a planning condition. The enhanced landscaping scheme therefore represented a 2.23% enhancement in terms of the number of BDU's at the site when compared to those lost as a result from the development. The development as now proposed would therefore result in a minor net gain.

Notwithstanding the additional landscaping detailed above, the applicant had also committed to delivering replacement trees at a level equivalent to 125% of that which was at the site. The site was surveyed prior to the application being submitted, with an Arboricultural Constraints Survey, Impact Assessment, Protection Plan and Method Statement submitted in support of the application. The survey illustrated that the site included

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approx. 1200 trees of varying scales and conditions. While it was acknowledged that the proposed development allowed for the retention of a number of the trees, those lost would be replaced with new trees to a level detailed above. It acknowledged that it would not be possible to achieve this increase level of planting within the site along with the development of the Park and Ride facility. The tree planting scheme to be agreed would cover the wider Teesworks site, although officers would ensure an appropriate level of plating was provided within the Park and Ride facility subject to site constraints. It was considered that the proposed level of replacement tree planning could be secured by way of a planning condition that has been agreed with the applicant.

After consideration of the submitted additional information along with that which originally supported that application, it was considered that the proposed development complied with parts j and o of Policy SD4 (General Development Principles) and Policy N4 (Biodiversity and Geological Conservation) of the Redcar and Cleveland Local Plan.

The applicant had provided rationale to the locational choice of the site for the proposed development within the submitted Briefing Note (attached as Appendix 1). The key considerations in the choice of the site location were;

- The restrictions that Freeport Status across large parts of the Teesworks site, that while bringing significant benefits for investment opportunities, the status does have potential impacts on ease of movement in and out of the Freeport to ensure suitable levels of security was maintained.
- Direct access from the Trunk Road allowed for free access to the Park and Ride facility without the security checks that would be required if using the Steel House Gatehouse to access the site. The entry point from the Trunk Road therefore reduced the potential for any queuing onto the public highway network.
- The location of the site provided the ability for multimodal transport access to the Park and Ride facility including from Redcar British Steel railway station if it became operational again, footpath networks along the Trunk Road, local cycle routes, local bus networks on the public highway along with the potential for public bus services to access the site in the future.
- The proposed site required approx. 14 hectares. Given the scale of the site required when considered along with other constraints detailed above, there were limited areas available on the Teesworks site that could accommodate the development in the timeframes required to meet developer needs.

It was acknowledged that the proposed site was of significant scale in terms of a car park, however this was required to support proposed shift patterns of future developers while also allowing for crossover times

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between shifts starting and finishing.

As well as setting out the rationale for the location of the development, the applicant had also provided further context of the need of the development. The submitted briefing note stated that the Park and Ride facility would play a key role in the delivery of the wider Teesworks development site through provision of parking facilities for construction staff. One of the first schemes that his likely to require the facility was the Net Zero Teesside (NZT) project which was currently under consideration through the Development Consent Order (DCO) process. The NZT project would bring significant benefits including both environmental and socio-economic. One of the key reasons for the need for the Park and Ride facility was that the NZT scheme was estimated to provide up to 2,440 net construction jobs (direct and indirect) per annum over the 48 month construction programme. The Park and Ride facility would therefore play a key role in providing parking facility for construction workers at the site over the construction period.

After consideration of the submitted additional information along with that which originally supported that application, it was considered that the proposed development complied with Policy LS4 (South Tees Spatial Strategy) of the Redcar and Cleveland Local Plan.

In relation to planning conditions that were proposed when the report was originally presented to committee to 2nd February 2023, the approved plans condition had been updated to remove the previously proposed landscaping plans. It was considered appropriate to include an additional condition relating to the submission of a detailed landscape plan that would include the type, number, species and size of the proposed landscaping scheme. A programme for the planting and long-term management of the scheme shall also be required. A condition was also proposed relating to the provision of a tree planting scheme that would provide replacement trees at a level equivalent to 125% of that which were present on site at the time of survey as identified in the Arboricultural Constraints Survey was undertaken. The updated condition schedule had been agreed with the applicant.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- Questioned the flood risk assessment as the beck running across the site also ran through Dormanstown and it frequently flooded;
- The comments from the Wildlife Trust differed in the report from what had appeared in the press;
- The local nature reserve was a statutory site which we should continue to protect;
- It would seem that Teesworks and the Freeport area was so

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- important that we were prepared to sacrifice biodiversity to achieve it and it was not what Freeport status should encourage;
- The proposed landscaping was not on this site;
 - Could move the roundabout without effecting the Coatham Marshes;
 - Given the amount of space available on the Teeswork site why was there a need to encroach onto the biodiverse green wedge?
 - Net zero was relevant on the park and ride facility;
 - The application was deferred at the last meeting to ascertain whether the footprint could be reconfigured and the agent was sent away with that remit. Not a millimetre had changed. We had been placated with more trees;
 - We had a net zero policy and yet we had agreed to 1200 trees being cut down without thinking anything of it;
 - Where were we with a sensible Climate Change Policy?
 - We were being told that we were bound by the Local Plan and therefore it was not reasonable to reject the application;
 - The commitment made by the agent at the last meeting had not been recognised;
 - The site could be accessed by other means;
 - The majority of the trees that had been removed were self seeders and scrubland;
 - The additional proposed planting would more than replace those that had been removed;
 - The site was not within a wildlife zone or green wedge area;
 - The marshes would not be affected by the development. The wildlife trust have confirmed they were happy.
 - Concerns with the proposal but no planning grounds for refusal.
 - The proposal was linked to jobs and investment.
 - Additional information provided.
 - Clearance was done under an existing permission.
 - The Teeswork site would be developed over the coming years to become a greener and more biodiverse area;
 - The wildlife area was already being affected and more fumes from vehicles would only make it worse.

RESOLVED that Planning Permission be granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of **THREE YEARS** from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

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Location Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000001) received by the Local Planning Authority on 13/10/22

Engineering Layout (STDC_HWY-ATK-LDC-SHPR-DR-CH-000030) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 1 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000033) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 2 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000034) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 3 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000035) received by the Local Planning Authority on 13/10/22

General Arrangement Sheet 4 of 4 (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000036) received by the Local Planning Authority on 13/10/22

IT and Electric Substation Floor Plans (Dwg No. TSWK-STCD-STH-PR-DR-C-0004) received by the Local Planning Authority on 13/10/22

IT and Electric Substation Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0003) received by the Local Planning Authority on 13/10/22

Security and Induction Centre Floor Plans (Dwg No. TSWK-STCD-STH-PR-DR-C-0006) received by the Local Planning Authority on 01/11/22

Security and Induction Centre Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0001 Rev A) received by the Local Planning Authority on 01/11/22

Amenity Centre Floor Plan (Dwg No. TSWK-STCD-STH-PR-DR-C-0010) received by the Local Planning Authority on 01/11/22

Amenity Centre Elevations (Dwg No. TSWK-STCD-STH-PR-DR-C-0002 Rev A) received by the Local Planning Authority on 01/11/22

REASON: To accord with the terms of the planning application.

3. Prior to the construction of any building exceeding damp proof course, details of the external materials to be used in the construction of that building shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Notwithstanding the details illustrated on the illustrative Landscape Plan (Dwg No. STDC_HWY-ATK-LDC-SHPR-DR-CH-000045)

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received by the Local Planning Authority on 17/02/23, a detailed landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the development hereby approved becoming operational. The details shall include size, type, species, a programme of works. As part of the submitted details a management plan for the long-term maintenance of the landscaped areas shall be submitted to ensure the development would result in biodiversity net gain. The development shall be completed in accordance with the approved details.

REASON: To ensure that the development would respect the site and the surroundings and deliver the bio diversity enhancements at the site in accordance with policy SD4 of the Local Plan.

5. All planting, seeding or turfing comprised in the approved details pursuant to condition 4 shall be carried out in accordance with a timetable, that shall first be submitted to and approved in writing by the Local Planning Authority, and any trees or plants which within a period of 5 years from the completion of the development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenities of the locality.

6. A tree planting scheme, including programme for delivery, shall be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved becoming operational. The planting scheme shall ensure the provision of replacement trees at a level equivalent to 125% of that which were present on site at the time of survey as identified in the Arboricultural Constraints Survey (ECOSURV) received by the Local Planning Authority on 13/10/22.

REASON: To ensure that the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

7. Unless an alternative phasing is agreed by the Local Planning Authority in writing, development other than that required to be carried out as part of an approved scheme of remediation must not commence until parts (a) to (c) have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local

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Planning Authority in writing until condition (d) has been complied with in relation to that contamination.

(a) Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with Environment Agency's Land Contamination Risk Management Guidance

(b) Submission of Remediation Scheme

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(c) Implementation of Approved Remediation Scheme

The approved remediation scheme must be carried out in

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accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority in accordance with an alternative phasing scheme. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

(d) Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of part (a) and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of part (b), which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

REASON : To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to land contamination details which are often the first works on site and relate to site preparation.

8. Prior to the commencement of the development (with the exception of any works associated with remediation works and/or any works associated with site set up), or in such extended time as may be agreed in writing with the Local Planning Authority, details shall be submitted and approved of the surface water drainage scheme and the development shall be completed in accordance with the approved scheme. The design of the drainage scheme shall include;
 - (i) Restriction of surface water greenfield run-off rates (QBAR value) with sufficient storage within the system to accommodate a

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1 in 30 year storm.

(ii) The method used for calculation of the existing greenfield run-off rate shall be the ICP SUDS method. The design shall also ensure that storm water resulting from a 1 in 100 year event, plus climate change surcharging the system, can be stored on site with minimal risk to persons or property and without overflowing into drains, local highways or watercourses.

(iii) Full Micro Drainage design files (mdx files) including a catchment plan

(iv) The flow path of flood waters for the site as a result on a 1 in 100 year event plus climate change

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme and to minimise the risk flooding in the locality.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site it relates to drainage details which are often the first works on site and relate to site preparation.

9. Prior to the installation of any drainage infrastructure, or in such extended time that may be agreed with the Local Planning Authority, details of a Surface Water Drainage Management Plan shall be submitted and approved by the Local Planning Authority. The Management Plan shall include;

(i) The timetable and phasing for construction of the drainage system

(ii) Details of any control structure(s)

(iii) Details of surface water storage structures

(iv) Measures to control silt levels entering the system and out falling into any watercourse during the construction process

The development shall, in all respects, be carried out in accordance with the approved Management Plan.

REASON: To ensure the development is supported by an appropriately designed surface water disposal infrastructure scheme and to minimise the risk of increased flooding and contamination of the system during the construction process.

10. Prior to the development first coming in to use a Management & Maintenance Plan for the surface water drainage scheme shall be submitted to and approved by the Local planning Authority; the plan shall include details of the following;

(i) A plan clearly identifying the sections of surface water system that are to be adopted

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(ii) Where included, arrangements for the short and long term maintenance of the SuDS elements of the surface water system
REASON: To ensure that the surface water drainage infrastructure is maintained to minimise the risk flooding in the locality.

11. No development shall take place until a Construction Environmental Management Plan (CEMP) for the development has been submitted to and approved in writing by the Local Planning Authority. The approved CEMP shall be adhered to throughout the construction period. The CEMP shall set out and include the following details:

- i. The method to be used to control the emission of dust, noise and vibration from construction works, including any details of any mitigation measures required;
- ii. Measures to control the deposit of mud and debris on adjoining public highways
- iii. Site fencing and security
- iv. Temporary contractors' buildings, plant, storage of materials, lighting and parking for site operatives
- v. The use of temporary generators
- vi. The arrangement or turning of vehicles within the site so that they may enter and leave in forward gear
- vii. A risk assessment of construction activities with potentially damaging effects on local ecological receptors including any measures to protect those receptors during construction
- viii. Roles and responsibilities for the implementation of the CEMP requirements and measures.
- iv. Invasive Non-Native Species ('INNS') Management Plan

REASON: In the interest of neighbour amenity, highways safety and protection of sites of ecological value in accordance with policies SD4 and N4 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as it relates to construction details which are often the first works on site and relate to site preparation.

12. Prior to the commencement of development, a construction traffic management plan shall be submitted to and agreed in writing with the Local Planning Authority. The scheme hereby approved shall then be implemented in accordance with the construction traffic management plan unless first agreed in writing with the Local Planning Authority.

REASON: To ensure that the development does not have an adverse impact on the highway network in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

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REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as the information relates to construction activity and site preparation.

13. Prior to the commencement of development an updated WSI shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be brought into use until provision has been secured for the completion of the archaeological assessment and analysis referred to in the approved WSI.

REASON: The site may contain heritage assets of local importance that will be destroyed or damaged by the development.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as works on the site would have the potential to destroy or damage any assets of importance.

14. Prior to the installation of any permanent lighting infrastructure, a Lighting Strategy will be submitted to approved in writing by the Local Planning Authority. Thereafter development will be implemented in accordance with the approved details, unless otherwise agreed in writing.

REASON: To ensure the satisfactory implementation of the approved scheme in the interests of the visual amenity of the locality and the appearance of the development.

15. Prior to commencement of development details of compensation, including appropriate timeframe for delivery, for Priority Species at the site shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained.

REASON: To ensure suitable provision of ecological compensation at the site in accordance with Policy SD 4 of the Redcar and Cleveland Local Plan.

REASON FOR PRE-COMMENCEMENT: To ensure suitable compensation is provided at the appropriate timeframe as impacts can result following commencement of development.

16. Prior to the commencement of works relating to the proposed access of the A1085, details showing works or alterations to the adopted highway shall be submitted to and approved by the Local Planning Authority. The submission shall include details of the traffic signal phasing that will be included within the design to

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ensure limited disruption to the cycle crossing arrangements on to A1085. The scheme shall be approved in writing by the Local Planning Authority and completed in accordance with the approved details.

REASON: To ensure suitable access to the site in relation to highways safety in accordance with policy SD4 of the Local Plan.

17. Prior to the commencement of the development (with the exception of any works associated with remediation works and/or any works associated with site set up) plans showing the existing and proposed ground levels over the site together with finished site levels and maximum building heights shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure a satisfactory relationship between existing and proposed buildings in accordance with policy SD4 of the Local Plan.

18. There shall be no site vegetation clearance between March to the end of August unless the project ecologist has first undertaken a checking survey immediately prior to the clearance and confirms in writing to the Local Planning Authority that no active nests are present.

REASON: To conserve protected species and their habitat in accordance with policy N4 of the Local Plan.

78. R/2023/0052/F3 Installation of a 1.5M high sculpture roundabout at Redcar Road and Greenstones Road Redcar.

The Executive Director for Growth, Enterprise and Environment advised that permission was sought for installation of a 1.54m high sculpture.

The application related to roundabout at Redcar Road and Greenstones Road, Redcar. The roundabout is located at the edge of the Mickledales and The Ings housing estates and the roundabout was bound by housing on all four approaches.

The sculpture would be located in the centre of the roundabout and would be 1.54m in height with a maximum width of 1.3m. The sculpture was of leaves, stems and wheat.

As a result of the consultation period 1 representation had been received which made the following comments;

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- Was this an appropriate use of funds in the current climate.
- Lack of support if there was to be a council tax rise / reduction in services.
- How was this being funded?

Redcar and Cleveland Borough Council (Development Engineers) had no objections.

The main considerations in the assessment of the application were;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The Nation Planning Policy Framework (NPPF) stated that applications for planning permission should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirmed the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD3 related to development limits and confirmed that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

As a result of the site's location the principle of development was acceptable and the proposal would accord with the broad aims of policies SD1 and SD3 of the Local Plan.

The proposed sculpture would add interest to the existing roundabout and create a feature to identify the area. The scale and design was considered acceptable for the location and the proposed materials were acceptable.

The proposal was suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

Given the location of the development and the relationship to the residential properties surrounding the road network the application raised no issues in terms of neighbour amenity. The proposal raised no issues in terms of privacy or overlooking and given the scale and separation distances the proposal would not have any overbearing impacts.

The proposal would not have a significant adverse impact on the amenity

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of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The Councils Development Engineers had no objections to the proposal from a highway point of view. The proposal, due to the scale and location, would not have an adverse impact on the visibility or operation of the road network.

The application raised no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

The application raised no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

The application fell outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The comments received as part of the consultation process were noted however the funding, finance or cost of the scheme was not relevant in the planning assessment given the scale of development.

For the reasons outlined above the proposal was considered acceptable. The proposal would not have a significant adverse impact on neighbour amenity and the proposal raised no issues in terms of highways safety or crime prevention. The scale and design was acceptable and the proposal would respect the character of the site and surroundings. The proposal accords with policies SD3 and SD4 of the Redcar and Cleveland Local Plan.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- This was a bland roundabout so believed it was a welcome development;
- The proposal was the wish of the Ward Councillors;
- This was part of public realm funding;
- It was nice to see roundabouts with features.

RESOLVED that Planning Permission be granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of **THREE YEARS** from the date of this permission.

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REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location plan received by the Local Planning Authority on 24/01/2023

Proposed site plan received by the Local Planning Authority on 24/01/2023

Proposed elevations received by the Local Planning Authority on 26/01/2023

REASON: To accord with the terms of the planning application.

79. **R/2023/0053/F3 Installation of a steel sculpture/artwork sign to show where the Teesville Area grassed area at corner of Normanby Road and Fabian Road Normanby.**

The Executive Director for Growth, Enterprise and Environment advised that permission was sought for the installation of a steel sculpture/ artwork sign to show where the Teesville area.

The application site related to the grassed area at the corner of Normanby Road and Fabian Road. The site was within an established residential area.

The sculpture would be located in the grass verge and would have a maximum height of 1.8m and a maximum width of 1.7m. The plinth would reference the shape of Eston Town Hall with a column to support the Teesville name which would be 0.2m deep.

As a result of the consultation period 6 representations had been received which made the following comments;

- Waste of tax payers money.
- The proposed location was nowhere near the Teesville boundary.
- Nothing more than a vanity project.
- Proposal would cause confusion.
- Local residents know where boundaries were.
- Lack of consultation.
- Rushed project.
- Residents don't want this.
- Money should be put into tidying up area or into social care.
- Council tax would be increased to pay for this.
- It would be an eyesore.
- Would cause accidents.

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- Money should be spent on repairing roads and filling potholes.
- Could be vandalised.
- Flowers or bushes could be planted instead.

Councillor Vince Smith made the following comments:-

“This sign is intended as a recognition of the community of Teesville, which has no recognition on signage at all.

The funding comes from the last of the public realm money for the Teesville Ward which can only be used on Capital projects. The required upgrade of the Normanby Top Crossroads is referred to in an objection but funding is in place for this, with an expected start this Spring.

The Community of Teesville to me starts South of the Trunk Road and can be split into 3 parts , The original Teesville estate now referred to as Old Teesville , the next phase called Lowfields (part of the South Bank Ward) and the later part on the East Side of Normanby Road up to the Northern Wall of the cemetery (Teesville East) The proposed site of the feature is slightly further down from the cemetery wall but is in a more prominent location and is not directly opposite part of Normanby. It could be argued that the sign is Teesville East but it is still a recognition of Teesville, a historic creation of Eston Urban District Council to improve the housing standards of it's residents.

The sign will not prevent the installation of the popular Christmas Tree the location of which is a few yards away.”

Redcar and Cleveland Borough Council (Development Engineers) had no objections to the proposal.

The main considerations in the assessment of the application were;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The application site was located within the identified development limits.

As a result of the site's location the principle of development was acceptable and the proposal would accord with the broad aims of policies SD1 and SD3 of the Local Plan.

Policy SD4 of the Local Plan referred to General Development Principles. Criteria j, k and l required proposals to respect the character of the area

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and sought to improve the character and quality where possible along with being sustainable in design.

The proposed sculpture would add interest to the existing grass verge. The scale and design was considered acceptable for the location and the proposed materials were acceptable.

The proposal was suitable in relation to the proportions, massing, height, size, scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

Given the location of the development and the relationship to the residential properties surrounding the road network the application raised no issues in terms of neighbour amenity. The proposal raised no issues in terms of privacy or overlooking and given the scale and separation distances the proposal would not have any overbearing impacts. The proposal would not have a significant adverse impact on the amenity of occupiers of existing buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The Councils Development Engineers had raised no objections to the proposal from a highways point of view. The proposal did not impact on the visibility at the junction.

The application raised no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

The application raised no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

The application fell outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

The comments received as part of the consultation process were noted however the funding, finance or cost of the scheme was not relevant in the planning assessment given the scale of development.

For the reasons outlined above the proposal was considered acceptable. The proposal would not have a significant adverse impact on neighbour amenity and the proposal raised no issues in terms of highways safety or crime prevention. The scale and design was acceptable and the proposal would respect the character of the site and surroundings. The proposal accords with policies SD3 and SD4 of the Redcar and Cleveland Local Plan.

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The Ward Members were present at the meeting and made the following comments;

- Public realm money was to be utilised
- Not a ward boundary
- Reference to history
- Prominent location
- Artist has done other work in the area
- Christmas tree can still go in normal location.
- In favour of proposal
- Teesville has lost identity due to grouping of area as Greater Eston
- Sense of identity would be provided
- Marvellous design
- Low Cost
- Maintenance will be provided free by a resident.

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- The proposal was the wish of the Ward Councillors;
- This was part of public realm funding;
- This would recognise the Teesville Ward which was strangely set so it was good to mark and show on a map.

RESOLVED that Planning Permission be granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location plan received by the Local Planning Authority on 24/01/2023

Site plan received by the Local Planning Authority on 24/01/2023

Proposed elevations received by the Local Planning Authority on 24/01/2023

REASON: To accord with the terms of the planning application.

80. **R/2020/0025/RRM Reserved matters application (appearance, landscaping, layout and scale) for residential development of 810**

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dwellings and convenience store, primary school, children’s day nursery, GP surgery/pharmacy, community hall, petrol filling station, drive thru restaurant, public house and hotel following approval on appeal of Outline Planning Permission R/2013/0669/00M land to the south of Marske by the Sea bounded by Longbeck Road, A1085 and A174 Redcar.

The Executive Director for Growth, Enterprise and Environment advised that Permission was sought for reserved matters (appearance, landscaping, layout and scale) for residential development of 810 dwellings and convenience store, primary school, children’s day nursery, GP surgery/pharmacy, community hall, petrol filling station, drive thru restaurant, public house and hotel following approval on appeal of outline planning permission R/2013/0669/OOM.

The application related to land South of Marske by the Sea. The site covered 50.54 Ha. A mixed use neighbourhood centre was located within the centre of the site with a leisure development, including petrol filling station, in the South East corner of the site.

The site was currently arable farmland located to the South of Marske. The site was bounded by Longbeck Road to the West, the A174 to the South, the A1085 to the East and the railway line to the North. The northern boundary of the site was formed by the Middlesbrough to Saltburn-by-the-Sea railway line which was on a small embankment. There were two railway stations, one at either end of the site, to the west Longbeck Station and Marske Station to the east. North of the railway line was a residential estate. To the South, West and East the land was in agricultural use. Marske Inn Farm lies at the east side of the arable field the subject of this application. The application site was adjacent to the Marske Inn Farm complex on its north south and west sides. Hall Close to the North of Marske Inn Farm was included within the application boundary and was a Scheduled Ancient Monument (SAM). The land was enclosed by a mix of post and rail fencing and intermittent hedging.

The site had been the subject of an outline application which was granted on appeal in July 2017. This appeal had established the principle of residential development on the site. The outline permission was granted subject to a number of planning conditions. These conditions would remain applicable to the outline application and would need to be formally discharged or complied with as part of the development of the site. The discharge of conditions was a separate process to the submission of the reserved matters application and such conditions would be dealt with in their own right. This reserved matters application did not deal with the matters referred to in specific conditions.

The 810 dwellings were to be delivered by two developers, Miller Homes & Taylor Wimpey, who would deliver 408 & 402 dwellings respectively.

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Miller Homes' portion would be made up of 16 house types which, in turn, would provide a mixture of:

- 2 bedroom dwellings (31 no)
- 3 bedroom dwellings (177 no)
- 4 bedroom dwellings (165 no)
- 5 bedroom dwellings (35 no)

Taylor Wimpey's portion would be made up of 8 house types providing a mix of:

- 2 bedroom dwellings (63 no)
- 3 bedroom dwellings (204 no)
- 4 bedroom dwellings (135 no)

A total of 122 properties from the above mix would contribute to the affordable housing market (15.1%).

The dwellings would be a mix of 2 and 2.5 storey properties and include a mix of scale, internal layout and detailed design features.

Within the centre of site would be mixed-use commercial centre which would include;

- Convenience store
- GP Surgery
- Pharmacy
- Community Hall
- Day Nursery / Child Care
- Primary School

A further mixed-used leisure area would be located to the south-east corner of the site and would include;

- Petrol filling station
- Fast food drive through
- Lodge hotel
- Family diner / public house

As with the house types the commercial elements included a range of buildings in terms of scale, layout and mix of design features.

Access to the site would be from an access point on Longbeck Road, and a connected access point on the A1085. The mixed use area to the south-east corner would have its own vehicular access from the A1085 serving this part of the development only. These access points had been agreed through the granting of the outline planning application. The layout provided a mix of through roads, cul-de-sacs, turning heads and private drives.

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Parking was provided throughout the site. For the residential elements of the scheme the parking was through a mix of garages (both integral garages and standalone garages) and driveways. Some visitor parking was provided through laybys on the estate roads. Car parking was provided around both commercial elements and also included a car park serving the school. The parking for the commercial elements included disabled parking spaces and cycle provision.

The proposed layout includes landscaping throughout the site in a mix of garden areas, landscape buffer to the A174, areas of open space and SUDs basins. A management company would be set up for the maintenance of these areas.

Built development was excluded from the eastern edge of the site within the buffer zone for the scheduled ancient monument.

The application was originally submitted in January 2020 (when no housebuilders were identified) and identified a housing layout and generic house types. Following the appointment of the two housebuilders revised plans were submitted in June 2022 which amended the layout and provided updated house types. In response to consultation comments a revised layout was submitted in January 2023 which included some changes to the house types. The submitted documents had also been updated to reflect the changes to the layout and house types.

A screening assessment was undertaken on the outline application which determined that the application would be subject to the submission of an Environmental Impact Assessment. The EIA was submitted with the outline application.

The public consultation comments below had been received throughout the various rounds of consultations. The consultation comments had not been spilt to reflect the different rounds of consultation as some comments received on the first consultation remained applicable to the development under consideration.

The numbers below related to the numbers of representations received not to the number of individuals who had commented. Some residents had made several representations on the application.

As a result of the various consultation periods the following representations had been received;

13 representations in support of the application which made the following comments;

- Development can't happen soon enough.
- No properties to buy.

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- Wished to move back to Marske.
- No objection.
- Lack of housing.
- Full support for new housing.
- Would bring more customers and business to Marske.
- Would give younger generation more opportunities.
- Would be a positive step to include a children's play park.
- Need to ensure objections were resolved.
- Support the application but need to ensure Marske and New Marske remained separate.
- Might help to reduce house prices if there was more supply.
- was in a desirable spot.
- Fantastic development.
- Bring lost jobs to area.
- Would provide further opportunities for residents.
- Would expand the community spirit.
- Marske would retain its own identity.
- If refused people would be forced to move away from Marske.
- Bring housing that was currently unavailable in Marske.
- Provision of affordable rent was much needed.
- Betterment provided in relation to flooding and drainage.
- Platforms should be extended to allow more trains to stop.
- The benefits of the development outweighed any negatives.

607 representation objecting to the application which made the following comments;

- Lack of public engagement.
- Councillor was failing residents.
- Broken promises by the Council (both officers and members).
- Lack of information.
- Incorrect information within documents.
- Contrary to Local Plan policies and other legislation.
- Inaccuracies on plans.
- Increased trains meant the level crossing would be closed more causing further traffic issues.
- Things had changes significantly since the outline permission was granted.
- Proposal was invalid.
- Redcar and Cleveland was 450% over its housing target.
- The developers profit should be put into improving the area and resolving the issues with the railway bridge.
- Maths on the plans was incorrect;
- The houses would not fit on the plans.
- Outside of the local plan boundaries.
- Proposal was unfairness.

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- Overdevelopment.
- Houses would not be affordable.
- Hotel was not needed.
- Proposals would impact on existing businesses.
- Ward Councillors had been ignored.
- Drainage and flooding issues.
- Government policy had changed – “ugly” developments can be rejected.
- Unclear how the hall w be financed or viable. There was no need for a community facility.
- Lack of access.
- House were standard house types.
- Brick built monotone designs.
- Lack of solar panels.
- Light pollution.
- S106 amounts were too low.
- The wider community should be consulted.
- No sports pitches were provided.
- There was no church yard on the plans.
- Marske needed a new cemetery.
- Lack of landscape information.
- When would the landscaping be put on the site.
- Proposal not in accordance with the garden city principles.
- Lack of privacy to the existing occupiers.
- Lack of dimensions on plans.
- Footway under bridge not needed or wanted by residents.
- A bridge should be put over the railway.
- Lack of clarity over what garages go with what properties and their locations.
- Petrol station was contrary to Councils climate change policy.
- Contrary to the NPPF.
- Plans should reflect government COVID restrictions.
- Gas boilers would not be permitted in the dwellings.
- Other renewable sources were ruled out.
- Lack of healthy spaces.
- Contrary to policy around hot food takeaways within commercial centres.
- Conflicted within the information.
- No confirmation of connection to NWL sewers.
- No green corridor.
- Sewerage capacity issues.
- Health and environmental consequences.
- CO2 emissions.
- Impacts on power supply.
- Lack of cycle facilities.

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- S106 expired in 2021.
- Contrary to the existing appeal decision.
- Contrary to the Environmental Bill 2020
- Lack of biodiversity enhancement.
- Contrary to the NPPF.
- Plans should be displayed in the library.
- More sewerage would be pumped out to sea.
- Ongoing traffic works in the area already causing issues.
- were there enough teachers to staff a school.
- Interest lies with the scheduled ancient monument.
- Archaeological dig required.
- Building on a flood plain.
- Focus of the plans was on the housing.
- Lack of play area and facilities.
- Government should reconsider the appeal decision.
- Sea pollution.
- Lack of crossing points within and outside of the development especially for school children.
- GP surgeries were at capacity.
- Density too high for a rural / suburban setting.
- Parking already a problem.
- Climate change impacts.
- No trial scheme to test the impacts of the scheme had been performed.
- Loss of greenbelt land.
- No thoughts to the wildlife.
- Hope land was preserved and not built on.
- Findings should be made public.
- Marske was a village this would make it a town.
- Lack of infrastructure.
- Harmful to human health.
- Area was prone to flooding.
- Building on greenfield should not be encouraged.
- This would encourage more applications.
- Scale should be reconsidered.
- Brownfield sites should be developed.
- Site should be used for food production.
- Congestion on roads.
- Approval would change the feel of the area to a large housing estate.
- Decrease value of existing properties.
- Loss of view.
- Other fields would have less impact.
- Drive thru would create litter.
- Impact on wildlife and habitats.

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- Greenbelt disappearing faster each year.
- Residents already struggled to access health care.
- Traffic already excessive at peak times.
- Marske and New Marske would merge.
- Saltburn was already coming closer to Marske.
- Negative impact.
- Strain on roads.
- More traffic issues.
- Increase in traffic accidents.
- Too many houses.
- Schools overcrowded.
- No benefits.
- No boundaries between different settlements.
- Loss of farm land.
- No pedestrian access via a bridge.
- One way road system would only increase traffic problems.
- Access to existing estates and properties would be blocked.
- Private housing was not needed.
- Affordable housing was required.
- Should build on brownfield sites.
- Unwanted development.
- Parking in Marske was already an issue.
- Rural location.
- Application was for a new town.
- Road works had shown the one way system under the bridge would not work.
- All the construction traffic for this site and others would cause major traffic problems.
- Pandemic showed the need for green spaces.
- Had already had years of building sites, don't need any more.
- Oversized development.
- The character of Marske would change.
- Pollution.
- A community such of Loftus whose local economy needed a boost would benefit more from this type of development.
- Outline was agreed by someone not from area.
- Several errors with application.
- Brexit meant we needed more farmland.
- No bungalows.
- Impacts on carbon footprint.
- Council was not listening to its residents.
- Drains could not cope with more houses.
- When would the school be built.
- were there enough doctors to staff a new surgery.
- Traffic data and information was out of date.

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- Recent legislation not considered.
- No single storey or adapted housing provided.
- Only 14.9% of affordable housing provided not 15%.
- New building regulations come into force in July 2022 so plans out of date.
- Negative impact on air quality.
- Lack of space for emergency vehicles to manoeuvre through site.
- Were the roads wide enough.
- Emergency access removed from plans.
- Lack of information on the drainage system.
- Lack of recreational facilities for the school.
- Would the Council rent or buy the land for the school.
- No drop off points in the commercial area.
- Lack of access for earlier phases of development.
- Lack of landscaping and bunds adjacent to public right of way.
- Right of light strategy.
- Swales could be a safety hazard.
- Comments from Cleveland Police needed addressing.
- Lack of response from schools capital officer.
- was there a need for the school.
- Who would run the school.
- Pharmacy could not be provided on site due to the rules set out by the pharmacy regulator.
- Needed secondary school provisions.
- Funding needed for GPs.
- Layout of commercial element.
- Electric vehicle charging points not shown.
- Locations of bus stops.
- Other development that had happened since the outline was granted should be considered in a review of this permission.
- Commercial elements would damage existing businesses in Marske.
- Traffic safety crossing main roads.
- Plans did not show correct road layout.
- Pedestrian access under bridge could not safely be accommodated given distance needed and width of bridge.
- A1085 too steep for disabled access.
- Would cycle ways be on both sides of the development – contradictions in plans and documents.
- Upgrade to footbridge at railway station not mentioned.
- No access for pedestrians to railway platform.
- Access to the A1085 from public right of way was by steep steps.
- A site visit should be undertaken.
- Light pollution.
- Plans could change once construction starts.

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- No indication of the new sub stations on the plans.
- Agreement between Council and residents to find an alternative to the footpath under the A1085.
- Application should be refused.
- Empty homes should be filled first.
- Ridiculous idea.
- Only put forward for the land owners and developers profit.
- Already struggled to get in and out of Marske.
- Cost to the Council to change the highways back when the proposed solution doesn't work.
- Why previously rejected and should stay that way.
- Wider pavements needed for social distancing.
- What do West Midlands Pension Fund have to do with the area.
- Lack of consultation / time to comment.
- Bus stop going in what residents believed was their garden.
- Compensation.
- New houses were built too quickly.
- No longer term jobs created.
- Residents ignored.
- Buffer zone to SAM.
- Disability routes not provided.
- Ignoring policies, national guidance and public opinion.
- Mixing horses with cyclists and pedestrians causes problems.
- Ignoring 10% onsite energy production.
- A single point of access to begin with was not acceptable.
- A takeaway close to a school was not a good idea.
- Question site boundaries.
- Measurements of the railway bridge in question.
- Public right of way needed to remain open.
- Houses needed to be provided for key workers.
- Noise pollution.
- Over 2000 additional cars.
- House should not be built on floodplains.
- Anti-social behaviour problems.
- Designs should be improved.
- All previous comments and objections should be considered.
- Services were already under pressure.

Jacob Young MP made the following comments:-

*"I'm writing to object to the Reserved Matters application:
R/2020/0025/RMM.*

My objection is in relation to the scale of the development, and the access arrangements for the site in relation to pedestrian access onto the A1085. Currently the plans reduce the A1085 to a single lane under signal

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control, which will damage Marske High Street, create traffic chaos along the A1085 and congest Quarry Lane Roundabout.

The decision to reduce the highway to a single lane goes back to a transport assessment from 2016 by Ashley Helme Associates Ref: 1270/3/E. This same transport proposal was rejected by Redcar & Cleveland Borough Council multiple times in the years preceding and was objected to by Councillors in the original planning application.

However, this proposal for a single lane highway became part of the Statement of Common Ground (SOGC) ahead of the appeal to the Planning Inspectorate in 2017. The agreement of SOGC was made under delegated authority by an officer of the Council, and as it was agreed before the appeal meaning neither Councillors, the Planning Inspectorate or the Secretary of State have adequately scrutinised or supported the decision.

It is my view that the transport assessment from 2016 does not stand the test of time, and I believe if a similar assessment was taken today it would come to different conclusions.

There is adequate access into Marske from the development using Longbeck Road, and within the documents for this application, the 'Overall Site Layout Plan As Proposed AMENDED 13 01 2023' shows an "indicative position of connection to rail station link" where a pedestrian access to Marske Railway Station is proposed, begging the question if the changes to the A1085 are really necessary.

A pedestrian access under the railway bridge should only be achieved by widening the A1085 railway bridge. Such a project will of course come at great expense, which is why these reserved matters should be rejected until a suitable plan is brought forward to do so.

If this new transport scheme is permitted to go ahead, it will be Redcar & Cleveland taxpayers who will be left to pick up the bill to solve the traffic problems that will inevitably ensue. I urge the committee to reject this application on the basis of access and scale and I encourage the developers to consider applying for the condition for pedestrian access to be removed altogether."

Saltburn, Marske and New Marske Parish Council's latest comments were that there were no objections.

Councillor Dowson made the following comments:-

"I would like to put in my objection to this build for numerous reason but mainly because of the detrimental effect on the environment around the village of Marske by sea, the bridge that goes from Saltburn to Marske by

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sea would be affective as would the road under it to the village high street, also it would seriously affect the infrastructure to the whole area.”

Councillor King made the following comments:-

“I wish to submit my objections to the reserved matters application R/2020/0025/RMM on the following grounds.

NHS consultee states “Please be advised that we would be unable to guarantee to provide sustainable healthcare in these areas in future, should contributions not be upheld by developers”

The current proposals for pedestrian access arrangements into Marske raises serious concerns, for safety of both pedestrians and other road users, and a viable solution should be agreed with the landowner prior to any approval being granted. The increase in traffic, plus proposed reduction in the highway will be detrimental to the air quality due to static traffic whilst queueing at the bridge. The delays may also have an impact on local businesses when people avoid visiting nearby shops due to lack of parking and waiting times to access the village. It is almost impossible to park in the centre of Marske currently especially for residents with limited mobility.

The layout and landscape proposals relating to conditions 29, 30 and 32 are a severe risk to the preservation of the SAM.

The proposal for ginnels and garages hidden behind properties would be a major security concern.

The access routes from all sides of this development will have a major impact on residents. The crossing at Longbeck already causes queues and for those turning right into Sherwood Drive, already adds to waiting times of those wanting to access the trading estate and houses on the estates off Redcar Road.

I also submit all of my previous objections, as presented at the appeal as an attachment. I fully understand the secretary of state has approved outline planning permission for this area, but as a resident, along with many others who spoke at the appeal, it is disheartening to know that our relevant objections were so easily dismissed by someone who does not live locally and whose life will not be impacted by this development.”

Councillor Rider noted the application.

Councillor Wilson objected to the application.

Northumbrian Water latest comments were as follows:-

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“We do not have any issues to raise regarding capacity to serve the new development, provided the application is approved and carried out within strict accordance with the document entitled “Supplementary Flood Risk and Drainage Design statement Rev C dated June 2022. This document reflects our pre-planning enquiry advice.

We request that document forms part of the approved documents list as part of any planning approval and the development is implemented in accordance with this document.”

Cleveland Police’s latest comments were as follows:-

“I strongly encourage them to liaise with me in relation to designing out opportunities for crime and disorder to occur.

Designing out Opportunities for crime and disorder to occur is referenced within Section 17 of The Crime And disorder Act 1998 as a primary consideration as its also referenced within Section 8 of the National Planning Policy Framework.

Early contact from agent is strongly recommended.”

Highways England latest comments were as follows:-

“This application makes layout amendments to an existing reserved matters application that already . has been responded to at Outline Stage from National Highways (or our predecessor organisation).

Changes do not affect our existing response.”

Historic England latest advise was as follows:-

“This further information seems to show that the applicant no longer proposes any development or landscaping in the archaeologically sensitive area west of the scheduled monument on the site. It was this area which Historic England was concerned about, as any such work had the potential to cause disturbance to important archaeological remains associated with the scheduled medieval village site.

Provided this understanding is correct, then there appears to be no reason to compel the applicant to undertake the programme of archaeological evaluation (and subsequent discussion to take account of the findings of this work) envisaged if development or landscaping extended into this area.

Whilst this intention to avoid development in this area remains, we therefore have no further comments to make.

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Recommendation

Historic England has no objection to the application on heritage grounds. Your authority should take these representations into account in determining the application.”

Natural England made the following comments:-

“Natural England has previously commented on this proposal and made comments to the authority in our response dated 10 February 2020, NE reference number 307157 (find attached).

The advice provided in our previous response applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us the amended consultation, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.”

Network Rail made the following comments:-

“In relation to the above application for reserved matters we have the following observations to make.

Boundary Treatments

The boundary treatment drawing gives no indication of any trespass proof fencing alongside the railway, reliance instead seeming to be on a 1.4m post and rail fence on the non-rail side of the footpath. This is not acceptable, particularly given the provision of a cycleway/path alongside the railway. The proximity of new housing on the south side of the railway will increase the risk of trespass and thus, as we have stated on previous occasions including the outline application, a 1.8m high fence should be erected alongside the NR boundary at the developer’s expense. Until the details and location of the 1.8m palisade are clearly identified on the appropriate plan we are unable to agree to the details of the reserved matters.

Landscaping

Having reviewed the submitted landscaping plans they do not go into specific detail on the choice of species (particularly of the standard trees to be planted near the railway line), they simply note the location of trees.

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As such we are unable to agree to the landscaping until the specific tree species to be located adjacent to the railway are specified.

Construction Traffic Management

The traffic management statement, paragraph 2.2.8 would indicate that no construction traffic would be routed either over the Longbeck Road LC nor under A1085 Marske station bridge – this is acceptable in principle. Subject to detail on how transgressions can be reported and appropriate enforcement measures taken (including recompense for any damage to the bridge through errant construction vehicles) presumably as part of the communication plan advocated in 2.3 (xiv), we have no objection to the partial discharge of condition 7 of the outline consent.

Drainage

The surface water drainage strategy is noted. However we have concerns over the close proximity of two of the attenuation ponds as indicated on drawing 1682-01. Our preference for such structures to be located at least 20 metres from our boundary (where they are below rail level, and 30m if above rail level) so as to avoid any issues through seepage.

We would require further detail on the form, lining and position of the ponds relative to the railway in cross-section form (sections B/B and C/C on drawing RAB2252L/003 do not show the ponds in enough detail in relation to the railway) and request that this is conditioned appropriately.

S106 Obligations

We would like to take this opportunity to enquire as to the provisions of the S106 and the purported sums of £2k towards cycle facilities at Longbeck station and £2k for level crossing improvements again at Longbeck are noted in the travel plan. We have not seen the S106 provisions ourselves and thus would enquire as to when such sums are to be made available. We would also request that the S106 sums account for inflation, especially given the timeframe from the initial decision and the likely implementation of the S106 costs will have increased, as such an inflationary increase is a justifiable request.

NHS Clinical Commissioning Group made the following comments:-

“I am writing in response to the above planning application currently being evaluated by you. Please see below for the required contribution to healthcare should the scheme be approved.

Local surgeries are part of CCG wide plans to improve GP access and would be the likely beneficiaries of any S106 funds secured.

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Local GP Practices are keen to maintain/improve their access, and an increase in patient numbers may require adjustments to existing premises/access methods. Please be advised that we would be unable to guarantee to provide sustainable health services in these areas in future, should contributions not be upheld by developers.

In calculating developer contributions, we use the Premises Maxima guidance which is available publicly. This assumes a population growth rate of 2.3 people per new dwelling and we link this increase to the nearest practice to the development, for ease of calculation.

We use the NHS Property Service build cost rate of £3,000 per square metre to calculate the total financial requirement.

This reflects the current position based on information known at the time of responding. The NHS reserves the right however to review this if factors change before a final application is approved.”

Ramblers made the following comments:-

“Provided the Right of Way adjacent to the railway line remains in an acceptable condition both during and after construction, we have no objections to the proposal. We also support the view of the Country PROW team that a footbridge over the railway from the site to Marske itself is essential, as increased use would make the current road arch quite unsafe.”

Redcar and Cleveland Borough Council (Development Engineers) made the following comments:-

“The car parking requirements are in accordance with the Tees Valley Design Guide & Specification for all dwellings (24 house types 2-5 bedrooms) .

There is suitable parking associated with the following uses;
Public House (1 CPS per 5m² public floor space and 1 cycle space per 15m² gross floor space) 72 CPS 18 cycle spaces required
Petrol Station (1 CPS per 30m² and 2 cycle spaces for 100m² gross area for retail) 20 CPS 6 cycle spaces required
Hotel (1 CPS per 2 bedrooms and 1 cycle per 5 bedrooms) 63 CPS 14 cycle spaces required
Doctors Surgery & Pharmacy (10 CPS per GP, 2 CPS per staff and 2 cycle spaces per GP) 42 spaces 8 cycle spaces provided
Nursery (1 space per 2 staff and 1 space per 5 children) 14 CPS
Community Hall (1 CPS per 10m² and 2 cycle spaces per 150m² gross floor area) 75 CPS provided 10 cycle spaces required
Convenience Store (1 space per 30m² gross floor area, 2 cycle spaces per 100m² gross floor) 51 CPS 7 cycle spaces provided
Primary School – the plan shows a circulatory road layout with sufficient

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parking that allows for 45 CPS -this would include 5 visitor spaces and 5 disabled user bays. A provision for parents to drop off and pick up has been made, as the current layout shows a layby. 6 cycle spaces per class and with 1 cycle space per 10 staff required.

Upon application for the discharge of condition 22 (full construction and layout) consideration should be given to a controlled crossing near to school, given the proximity to the neighbourhood centre and likeliness of parents choosing to park when dropping children at the school opposite, across the spine road. The RSA would further consider children's pedestrian movements associated with attending school.

The proposed revised adoption plan is deemed acceptable as all private drives have been assessed and the number of dwellings accessing from it does not exceed 5 no. dwellings. as specified in the Tees Valley Design Guide & Specification.

Road widths are as follows and meets the Tees Valley Design Guide & Specification;

Secondary distributor road (main spine road through development) 7.3m

Local access road up to 300 dwellings (estate roads) 5.5m

Shared surfaces (leading to private roads) less than 50 dwellings 4.8m

Private drives (up to 5 dwellings) 3.7m, in accordance with condition 20.

Footway/Cycle combined 3m

All turning head meet the min. requirement of 16m

Further to condition 21, the applicant will be required to provide alterations to the existing highway on Longbeck Road and the A1085 where the new accesses are to be created, 2 no. ghost right hand turn lanes to be secured under s278 agreement through the requirements of condition 22. The road lengths for the spine road, south and west estate roads serving dwellings is considered that the overall lengths would possibly promote/encourage speeding and therefore would request consideration be given to introducing gateway features throughout. This can be considered at the discharge of condition 22, along with the above request to consider a controlled crossing in the vicinity of the school.

All boundary treatments are deemed acceptable in term of highway safety and where a boundary meets the highway sufficient visibility has been afforded. This will be subject to a discharge of condition application for condition 24.

The plans show a combined footway/cycleway to the northern side of spine road and continuing northwards past the school for safer routes to school. A request for a further combined footway/cycleway could be included to the southern side of spine road to facilitate the local centre and facilities all proposed off southern aspect.

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The proposed Bus laybys have been provided to both sides of the spine road in two locations which are deemed acceptable. Further consideration to be given to additional bus stops on Longbeck road, to be positioned close to railway station with walking links into the development.

The proposed phasing plan and adoptions plan is deemed acceptable and would confirm that the phasing will limit disruption as both accesses from Longbeck Road and A1085 will commence. This will form part of a discharge of condition 4.

Additionally, the applicant will be required to liaise with the council's highway department to write a TRO to change the speed limit from 60mph to 30mph on the A1085 south of Marske Station. The applicant will bear all associated costs.

Notwithstanding the above, the requirements of condition 23 detailing highway improvements shall be complied with to ensure offsite works as identified in the TA are undertaken.

Transport Strategy

*Comments from Simon Houldsworth – Transport Strategy Manager
TAA 2023 addendum & Condition 23*

1. Thesis is that trip rates are declining & this is a smaller development. Accepted.

2. Dwg 1270/34 junction 19 Fishponds Roundabout needs updating for the Walled Garden entry. Suggest two lane left turn marking from B1269 if this is also your judgement to reduce queue lengths, but may require safety audit?

3. Dwg 1270/41. Opportunity for the developer to work with TVCA & Network Rail to secure a direct pedestrian access from footpath 31 to platform 1 at Marske Station. It is acknowledged that these discussions can take place and secured outside of this planning application.

4. Still cannot see the location of the northbound bus stop on Longbeck Road. It needs to be close to the railway station & no further away than currently.

5. Dwg 1270/37/D A1085 looks to be same as before so fine.

6. Dwg 1270/40 Kirkleatham Roundabout ditto.

7. Dwg 1270/35 Redcar Lane ditto

Travel Plan as amended

1. Cycling. We have not conditioned this, but it would be better if a shared surface walk cycle route was provided from the spine road to the north east of the site adjacent to the railway bridge over the A1085 (so using part of footpath 31). This will be the desire line for pedestrians & cyclists wishing to access

Marske. This will become a request to TVCA if not delivered as part of the development. Will also save cyclists using the A1085 uphill.

2. Rail services. See previous comment about small scale improvement

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that will secure direct access to Marske Railway Station.

3. Appendix D. Suggest that TPC liaise with TVCA (our transport authority) about the delivery of active travel & public transport actions.”

Redcar and Cleveland Borough Council (Local Lead Flood Authority) made the following comments:-

“LLFA comments regarding revised Supplementary FRA and Drainage Strategy Statement dated 13/02/2023. The LLFA would offer no objection to the proposed drainage strategy and would note the following points;

The application site has a site area of 50.6 Ha currently agricultural land. There is an area of land (buffer zone) near to the SAM that is to remain undeveloped.

Current discharge - Given the topography, the site has been split into two areas where the runoff currently discharges to - Long Beck and Spout Beck. Greenfield run off calculations have been provided and confirm that the current rates (Qbar).

The drainage strategy looks to reduce the current greenfield runoff (Qbar) to 70l/s, discharging to NWL SW sewer MH7903 (public sewer - ranging from 750mm diameter to 1050mm). An overall reduction of 52.6% from existing greenfield runoff. All remaining flows will be attenuated on site. The site is split into 6 sub catchments each with its own respective flow control (hydra brake) discharging at less than greenfield run off rates for each catchment. It is proposed for 4 no. pre-cast concrete storage tanks on site in various dimensions, along with a number of detention basins throughout the development. Full details to be submitted at the discharge of condition stage.

The drainage system can contain the 1in30 year event with the 1 in 100 year plus 30% event contained within the development boundary, ensuring flows do not exceed towards the lower elevation of the northwest area of site.

Confirmation that exceedance runoff from the system to the northern boundary will be managed with a series of bunds along the railway line providing containment and a level of protection to the rail network. Footway connections within the vicinity should be at an elevated height to match the bunds heights to contain flows.

All information to be further supplied and details submitted upon application for the discharge of Conditions 16, 17 and 18 of outline application. All drainage network, Suds structures and features are all to be either privately owned and maintained or are to be adopted by NWL. An application to discharge condition 18 will consider an appropriate maintenance management plan.

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Additional information relating to mounding near to Network Rail and the raising of footpaths surrounding basins will ensure no overtopping causing flood risk to neighbouring land.

Nutrient Neutrality - outside area of Nitrate vulnerable zone, discharges to Marske treatment works onto North Sea. Betterment shown for water quality from site in NN report the development does not affect the water negatively in comparison to current use.

In conclusion, the drainage strategy confirms that no increased flood risk to the development site and adjacent landowners and that the proposed positively drained system offers significant betterment to that of the informal existing arrangement.”

Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) commented as follows:-

“No objections subject to the discharge of condition 15 concerning contaminated land.”

Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance) and Redcar and Cleveland Borough Council (Housing Area Services) had no objections.

Redcar and Cleveland Borough Council (Natural Heritage Manager) advised that providing that current PROW facilities were maintained they had no objections to these proposals.

Redcar and Cleveland Borough Council (Public Rights of Way) commented as follows:-

“I would recommend that the proposed dual Public Footpath/cycleway is separated to a Public Footpath and separate cycleway to avoid conflict in the future.”

Redcar and Cleveland Borough Council (Conservation Officer) commented as follows:-

“No objection to the proposed changes as the scheme is considered to continue to comply with Policy HE2 of the adopted Local Plan.”

Redcar and Cleveland Borough Council (Archaeological Consultant) commented as follows:-

“I note that there is a comprehensive set of RM drawings submitted, on which I am offering no comment. There is also a conservation management now drafted in a different form plan previously submitted (on which we have already commented earlier in the year). If you require our

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comments on this new plan, I would be grateful if you confirm this.

WSI

My immediate comments therefore relate to the submitted WSI for the proposed archaeological evaluation by trial trenching (dated June 2022).

1. I found this generally acceptable and have few comments on the details in it.

2. Specifically, I have no issue with the number, form and location of the trenches proposed.

3. The submitted phasing plan proposed (if agreed) would mean that the eastern part of the site (to which the archaeological work relates) would be developed according to a timetable which would permit the necessary archaeological work to be undertaken before development commences in the relevant phases. This is welcomed.

4. Also, the WSI acknowledges at paragraph 1.7 that “This WSI does not detail the requirement for evaluation in the area to the west of the buffer zone. This will be the subject of a separate WSI, the detail for which will be informed by the works described above.” This is an important recognition of the possibility of further evaluation being necessary before any development commences in the land bordering the buffer zone to the west (as well as land within the buffer zone).

5. Paragraph 7.1 also notes that “If required, an appropriate contingency of up to 5% of the Site area will be used should further investigation be required at this stage to answer specific question identified during the trenching. The contingency trenches or extensions to existing ones should be sufficient to characterise the feature(s).” This is welcomed, as an additional potential resource, should the discovery of specific remains on the site the subject of the WSI require such evaluation.

6. Methodologies for environmental sampling, excavation techniques / sampling, and recording are generally acceptable.

7. I note that at paragraph 8.25 it is stated “All human remains (inhumations and cremations) will be excavated fully (100%) following the Human Remains procedure below.” That procedure is set out at paragraph 8.43 and is acceptable: it means that human remains should not be disturbed once encountered, or if disturbed should be fully excavated during the evaluation

phase. Such requirements will have to be taken into account by the contractors who are appointed to undertake the site work.

8. Paragraph 8.28 provides for the cessation of archaeological work where remains or features of possible national archaeological importance, and possibly schedulable quality are observed: fieldwork will cease on the relevant part of the Site until any such remains have been inspected by the LPA and the appropriate historic England Inspector of Ancient Monuments. This is

welcomed, given the potential for such discoveries.

9. It should be made clear in the WSI that the interim statement on the results of the evaluation are provided by the developer to the LPA before discussions on further work (paragraph 9.5).

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10. *At paragraph 9.7 it is stated that a 'fieldwork report' will be produced within 3 weeks of cessation of site work. As this report will refer to certified C14 dates (which, from the time of dispatch, are currently likely to take a minimum 14 days to obtain), as well as other technical matters, this timetable looks very ambitious. If what is referred to here is the final report on the evaluation (even if recognizing that elements of the evaluation results may be published as part of the full report for the site) a more realistic timing might be 4-5 weeks.*

11. *The list of specialists given in the WSI is acceptable, but if any changes are required once the contractor is identified, the changes should be notified to the LPA.*

The above comments and advice should not be taken as confirmation that the engineering and layout plans for the phases within and adjacent to the area to be evaluated pursuant to the WSI are already acceptable from an archaeological point of view. These plans may require change (or not) depending on the results of the evaluation or any subsequent archaeological work. To the observation in the WSI that the evaluation etc. is to inform the content of the Conservation Management Plan it would be helpful to add the words 'amongst other things' (paragraph 1.1 of the WSI)."

Redcar and Cleveland Borough Council (Planning Strategy) commented as follows:-

"The revised layout indicates a deeper buffer would be established with the A174. This would be more responsive to the strategic gap designation (policy N2), but as tree coverage along the buffer is shown to be sparse it would be less effective in establishing a strategic landscaping corridor as also designated under N2.

The layout also shows changes in the location and configuration of public green spaces within the housing area. It is observed that the revised provision would continue to solely comprise informal amenity space and remain bereft of formal equipped play areas for children and young people. As such, the proposals would not accord with policy N3 in their current form. Discussions should be had to ensure that acceptable play provision can be secured."

Redcar and Cleveland Borough Council (Education) commented as follows:-

"Further to recent discussion regarding the above application, from the perspective of the Capital Projects and Place Planning Team within the Children & Families Directorate I would make the following observation on the application:

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I note the application is at the Reserved Matters stage but the playing field area of the primary school has been omitted to be considered at the point when (if) a school is required. I would suggest that given this, reference should perhaps be made to the expectation that 'if' a school is deemed required on site at a later date (within the 10 year period agreed in the S106), sufficient land would be expected to be made available to satisfy area guidelines for the relevant sized school as set out in the Department for Education's BB103 Area Guidelines for mainstream Schools.

I would, however, like to note a point of clarity with regard to the inclusion of a primary school site within the Outline Application, which again is referenced here in the latest deposited/amended documents. I am conscious the inclusion of this proposal may cause some concern in the community and among education providers regarding sustainability of existing schools and be interpreted as in some way having Council support for a new school or its development certainty.

I am aware that this inclusion is purely for the purposes of reserving a site for such a development should the provision of a new primary school be deemed required at a later stage, and as such the S106 agreement makes the site available for a period of 10 years only from the commencement of the housing development, should the Council require promotion of a new school. I also understand the developer has no intention of developing, or funding the development of a new primary school in full. The funding made available in the section 106 to mitigate the pupil place requirements is in line with the approach established in the Developer Contributions SPD, it would not fully fund a new primary school, so considerable gap funding would need to be found, if such a provision was proposed.

I think this is an important point in any officer report that accompanies the application, ie noting that ensuring sufficiency of school places is a statutory function that falls to the Council and as yet no decision has been made as to how any education capital funding, if so triggered by the development, would be allocated to provide required places.

It is also worth noting, that we keep pupil projections under constant review. At the time of drafting the S106, we envisaged primary places to be the more likely negative impact of the development. Time and events have led to a view that that interpretation is now a little out of date, ie given changes in school popularity, capacity changes, Academy organisation, population trends etc. Thus, I now feel the wording of the S106 is perhaps limiting and may restrict the Council in delivering its duties in the future should the development take place. In particular, I feel the restriction to a "primary school contribution" is too narrow, and would be better revised to an "Education contribution". I appreciate the primary school site clause would, and should remain, and that the "primary school contribution" level of £2,642 per dwelling would be unlikely to change in

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amount, but would request that the developer be approached to revise the agreement by a Deed of Variation to broaden the criteria to enable an “Education” contribution rather than be specific to “Primary Education”.

The Executive Director for Growth, Enterprise and Environment advised that the main considerations in the assessment of the application were;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety
- Flood Risk and Drainage
- Heritage and archaeology
- Ecology
- Contaminated Land
- Nutrient Neutrality
- Secure by Design
- Conditions
- S106 Agreement
- Other matters

The proposed reserved matters application reflected the indicative layout shown on the appeal with the landscape buffer, 2 commercial area and housing areas. The submitted reserved matters application accords with the plans listed within condition 2 of the outline permission.

The development of the site in the form shown through the reserved matters application was considered acceptable in principle and accords with the overall aims of the outline application granted on appeal.

The application site was also located within the strategic gap between Marske and Saltburn and Marske and New Marske as identified under policy N2 of the Local Plan. Policy N2 sets a range of criteria for when development within the strategic gaps was considered acceptable. The criteria b(i), b(ii) and b(iii) were all considered as part of the outline application which had been granted. These factors were considered acceptable by the Planning Inspectorate and therefore were not for consideration as part of this application.

The site was isolated in terms of street scene and relationship to existing character areas. The existing railway line provided a buffer between the existing character areas in Marske and the proposed site.

Policy H2 of the Local Plan sets out the requirements in relation to type and mix for housing developments. The policy stated that housing should contribute to meeting market housing demand and affordable housing requirements and that there should be an appropriate mix of housing in

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terms of type and size to reflect local housing needs and demand. The scheme provided affordable and market housing and the affordable housing would be further secured through the S106 agreement which was attached to the outline application. The submitted Design and Access Statement identified the break down of properties on the site (outlined earlier in this report) and included a mix of 2, 3, 4 and 5 bed roomed properties. There was also a mix in the house types proposed (24 house types in total). The mix was considered acceptable and the reserved matters application would accord with policy H2 of the Local Plan.

The commercial elements of the scheme were proposed in areas indicated on the outline application and would reflect the uses identified and approved through the outline application. The buildings proposed include variation in the design and would complement the house types proposed on the site.

Final details were proposed to be agreed through conditions in relation to the external materials for all buildings and materials for the hard surfaces throughout the development as a whole.

Landscaping was proposed throughout the site in relation to garden areas and areas of informal open space. A landscape buffer was also proposed along the A174 in accordance with the outline permission. While the reserved matters application included the area of open space it did not include the final planting details. The final details of the landscaping including the species, mix and a management plan still needed to be agreed through condition 28 of the outline application. The landscaping indicated on the submitted plans was considered acceptable and would ensure a satisfactory form of development. The comments from Network Rail in relation to the species which could be located adjacent to the railway were noted and would be considered as part of the discharge of condition 28 of the outline application.

Policy N3 of the Local Plan required new open space and recreational facilities to serve and support residential development to be provided on-site in accordance with the Developer Contributions Supplementary Planning Document. The level and positioning on site of the open space was considered acceptable and in accordance with the guidance. However, it was acknowledged there was a lack of play equipment shown on the plans. A condition was recommended to ensure that the details of play equipment be agreed and a scheme installed on site. This would ensure the development complied with policy N3 of the Local Plan.

The development overall would accord with parts i, j and k of policy SD4 of the Local Plan in relation to sustaining an appropriate mix of uses, incorporation of green space and landscaping, ensuring suitable scale, massing, density, heights, detailed design features and using the streetscapes to create attractive places to live.

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Policy SD4 of the Local Plan at criteria b required that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Due to the location of the site there were limited residential properties around the site boundary.

The existing residential properties to the north of the site on Delemere Drive and Sherwood Drive were separated from the site by the existing railway line and public right of way. The separation distances between the proposed dwellings and the existing properties to the north range between 44.2m and 66.3m. As a result, there were no issues in terms of loss of privacy or overlooking to existing residential properties to the north.

Within the site the proposed layout provided adequate separation distances to ensure there were no issues in terms of overlooking or loss of privacy to levels which would be considered unacceptable.

The application included a suitable landscape buffer to the A174 with dwellings achieving satisfactory separation distances to the A174 and the railway line to ensure future occupiers would not have any adverse issues in relation to noise. Condition 26, which related to the submission of details for protecting future residents of the site from noise, of the outline application was still outstanding in relation to the submission of final details and would be agreed outside of the reserved matters application.

The residential development would not have a significant adverse impact on the amenity of occupiers of existing or proposed buildings and the proposal accords with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The access points to the site from the existing highway network and the impact of the development on the wider highway network were considered as part of the outline application. Both these elements were considered acceptable on appeal by the Planning Inspectorate and were not for consideration as part of this application.

The application for reserved matters also did not deal with the matter of the footbridge under the railway crossing. Several comments had been received through the consultation period in relation to this matter. This element of the proposal was dealt with on the outline application and through the discharge of condition 23. As mentioned previously the condition discharge process was separate to the reserved matters application and therefore the provision of a footpath under the railway bridge was not a consideration for the determination of this reserved matters application.

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The conditions relating to highways on the outline application remained extant and were still required to be discharged or complied with. The comments from Network Rail in relation to construction traffic were noted. These comment would be considered as part of the submission to discharge condition 7 on the outline application.

The reserved matters application deals with the internal highway layout and parking provisions throughout the site in relation to highways safety.

The application had been reviewed by the Councils Development Engineers throughout the various consultations and comments had been received on the various layouts.

Based on the latest set of drawings the Councils Development Engineers had raised no objections to the proposal.

The car parking requirements throughout the development, for both the commercial and residential elements, were in accordance with the Tees Valley Design Guide and Specification.

The road widths within the layout all met with the guidance and all turning heads and private drives were considered acceptable.

An indicative footpath connection point to the railway platform was shown on the plans. While no details of footpaths had been shown, discussions had taken place between relevant parties outside of the application, and details could be provided at a later stage if an agreement was achieved. There was no requirement through the outline application for a connection to be provided and therefore an agreement would be over and above the outline requirements. The lack of a connection was not a reason to refuse the application for reserved matters.

The proposed reserved matters application raised no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

The site was within flood zone 1 and matters relating to flooding and drainage were considered and addressed through the outline application. Conditions 16,17 and 18 attached to the outline application related to details for the disposal of surface water. These conditions remained extant and required discharge.

The layout of the reserved matters application showed SUDs ponds and storage tanks located throughout the site. The application had been supported by a Supplementary Flood Risk Assessment and Drainage Strategy. The information submitted had been reviewed by the Local Lead Flood Authority and Northumbrian Water who had both confirmed they had no objections to the proposal.

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The drainage strategy confirmed that there was no increased flood risk to the development site or the adjacent landowners. The proposed positively drained system would offer significant betterment to the informal existing arrangements on the site.

The comments from Network Rail in relation to drainage would be considered through the discharge of the drainage conditions on the outline application.

The proposed reserved matters application raised no issues in terms of drainage and flood risk and the application accords with policy SD7 and part f of policy SD4 of the Redcar and Cleveland Local Plan.

Matters dealing with heritage and archaeology were considered and addressed through the outline application. Conditions 29, 30, 31 and 32 of the outline application related to heritage matters, archaeology and the scheduled ancient monument (SAM). These conditions remained extant and required discharge. The Inspector considered that the development would not have an adverse impact on heritage and archaeology.

The proposed reserved matters layout showed no development within the buffer zone of the SAM respecting the setting of this heritage asset. Following revisions to the application Historic England had no objections to the proposal in the current form. The Councils conservation officer had also raised no objections to the proposal.

The proposed reserved matters application raised no issues in terms of heritage or archaeology and the application accords with policies HE1, HE2 and HE3 of the Redcar and Cleveland Local Plan.

The ecological impacts of the development were considered and addressed through the outline application. Condition 10 of the outline permission related to ecological mitigation and enhancements. This condition remains extant and was required to be discharged prior to works commencing on site.

An updated ecological appraisal had been submitted with the reserved matters application. The updated report indicated the mitigation and enhancement measure proposed the details of which would be confirmed through the discharge of condition 10 of the outline permission.

Natural England had reviewed the application and had raised no objections to the proposal however had made comments in relation to the impacts on the SPA.

Matters in relation to contaminated land were addressed through the outline application and a condition (number 15) included in relation to full contaminated land assessments in the form of ground investigations,

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remediation reports and validation reports. The condition also included the reporting of unexpected contamination and the long term monitoring of the site. The condition remained extant and was required to be discharged prior to works commencing on site.

The reserved matters application raised no further issues in relation to land contamination and the application accords with part e of policy SD4 of the Redcar and Cleveland Local Plan.

The application site was located within the identified catchment for nutrient neutrality. A nutrient assessment had also been submitted with the application. Further assessment had identified that the site would drain to Marske treatment works which in turn discharged out to sea outside of the River Tees Catchment Area. Further information from Natural England had confirmed that sites which discharge to Marske treatment works were out of scope in terms of requiring additional information and assessment for nutrients. The application therefore raised no issues in terms of nutrient neutrality.

The comments from the Secure by Design Officer from Cleveland Police are noted. The officer had also made direct contact with the agents for the planning application. A statement had been submitted on behalf of each house builder in relation to secure by design. The majority of the comments raised by the officer could not be control by planning and were matters for the developers to consider during the construction of the dwellings. An informative note could be included on the decision to encourage the developers to speak to and engage with the advice of the Secure by Design Officer.

The application raised no issues in terms of crime prevention and the application accords with part m of policy SD4 of the Local Plan.

The conditions on the outline application, relating to a range of matters, remain extant and the developer was required to comply with the conditions and agree the relevant information where required.

Conditions 2 (submission of reserved matters), 5 (existing and ground levels), 20 (private drives), 22 (highway construction and layout), 27 (PROW and ecological enhancement) and 33 (submission of details for commercial centre) of the outline application were all linked to the application for reserved matters.

The plans considered through this application accord with the masterplans and indicative plans listed in condition 2 of the outline permission and met with the requirements of condition 2.

Condition 5 referred to existing and ground levels. The reserved matters application included several proposed levels drawing along with long

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sections of the site. The information submitted was considered acceptable and the drawings would form part of the list of approved plans.

Condition 20 related to the length of private drives and the number of dwellings served from the private drives. The Councils Development Engineers had reviewed the detailed plans and had no objections to the number of dwellings of a private drive or their length. The plans forming the reserved matters application accord with the information within condition 20 of the outline application.

Condition 22 stated that full highway construction and layout details shall be included in the reserved matters application. Full engineering drawings had been submitted with the application. The Councils Development Engineers had no objections to the proposed highways layout and the information submitted was considered sufficient to accord with the condition under planning legislation. The developers would still be required to submit for approval under S278 and S38 agreements in relation to the highway network. These approvals sat outside of planning control.

Condition 27 related to the protection and enhancement of the PROW and ecological enhancement. The plans showed that the PROW would be enhanced and brought up to adoptable standards along with landscaping around the PROW. The information submitted was acceptable the Councils PROW officer had no objections to the proposal.

Condition 33 required the submission of details for the neighbour centre which were included within this reserved matters application.

A number of conditions on the outline application; 1 (approval of reserved matters), 3 (implementation of reserved matters), 13 (working hours for construction), 19 (provision of parking spaces), 21 (access standards), 31 (re-assessment of SAM) and 34 (construction of neighbourhood centre) were compliance conditions and were required to be met by the developers without the formal discharge of the Council.

The remaining conditions 4 (phasing plan), 6 (art feature), 7 (traffic management plan), 8 (contractors car parking and materials store), 9 (travel plan), 10 (ecological mitigation and enhancement), 11 (lighting), 12 (renewables), 14 (dust suppression), 15 (contaminated land), 16 (drainage), 17 (drainage), 18 (drainage), 23 (off site highway works), 24 (boundary treatments), 25 (enclosure of plant and machinery), 26 (noise protection for future occupier), 28 (planting plan), 29 (WSI), 30, (Conservation Management Plan) and 32 (detailed layouts within SAM buffer) required information to be submitted and agreed in writing with the Local Planning Authority. As mentioned in the report these conditions remained extant and the discharge of conditions was a separate process outside of this application.

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As outlined above in the report a number of additional conditions were recommended should planning permission be granted for reserved matters. These conditions related to listing the approved plans, details of materials for external elevations and hard surfaces to be agreed and the details of play equipment on the site.

The comments from Network Rail were noted in relation to boundary treatments. A condition was recommended to be attached to the reserved matters to agree the boundary treatment detail along the edge of the site where it adjoined the railway line.

A school was shown on the reserved matters application. This provision was in accordance with the outline application and the S106 which reserved the site of a school for a 10 year period. The plans showed that a school could be accommodated on the site although it was acknowledged that a final decision regarding education provision was still to be made. This agreement would sit outside of the planning permission. The reserved matters in showing the school was considered acceptable and the design and layout was considered acceptable for the location.

The comments from Education colleagues, in relation to the S106 education provision, were noted. The discussion around varying the terms of the S106 could take place outside of the reserved matters application and the discussions and outcome would not affect the assessment or determination of the reserved matters application.

The comments from Network Rail were noted in relation to the provisions of the S106 agreement. Obligations were sought on the outline in relation to financial contributions towards the railway crossing. It was not possible for the reserved matters application to reconsider the terms of the S106 linked to the development.

Matters relating to loss of agriculture land were dealt with on the outline application and the redevelopment of the site was considered acceptable by the Planning Inspectorate.

A number of comments had been received from residents as a result of the planning consultations which were not material planning considerations and therefore had not been considered through the assessment of the application or through this report.

A number of comments had also been received which related to the principle of development and matters dealt with through the Planning Inspectorate on the outline application. As members were aware it was not possible to revisit these considerations through a reserved matters application.

The principle of residential development on the site was established

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through the granting of the outline application in July 2017 and deemed acceptable by the Planning Inspectorate.

Matters relating to loss of agriculture land, drainage, flooding, ecology, contaminated land, landscape and visual impact, noise and archaeology were all dealt with on the outline application and deemed acceptable by the Planning Inspectorate. The reserved matters application raised no issues in relation to any of these matters.

The proposed layout and house types were acceptable. The scale and design was acceptable for the location and subject to some conditions linked to materials the application raised no issues in terms of character and appearance of the area. The levels of separation distances were acceptable and the proposal raised no issues in terms of neighbour amenity.

The access to the site and the impacts on the wider highway network were considered on the outline application by the Planning Inspector and deemed acceptable. The internal layout, highway routes internal to the site and the parking provision throughout the site was considered acceptable and therefore the application raised no issues in terms of highways safety.

The reserved matters were acceptable based on the parameters included in the outline application and the application accords with the relevant policies and guidance within the Redcar and Cleveland Local Plan.

SUSPENSION OF COUNCIL PROCEDURE RULE NO. 9

The Chair reminded Members that as the meeting had lasted for nearly three hours, it was necessary to suspend Council Procedure Rule No. 9 to allow the meeting to continue until 2pm.

The objectors at the meeting made the following comments:-

- The site was 71 football pitches in size;
- The site was prone to flooding;
- There is no school on the site and yet we have heard they cannot remove the petrol filling station;
- Children will be walking close to the busy road which was contrary to Policy TA3;
- There had been no provision made for the elderly as no bungalows were provided;
- No cycle lanes
- A takeaway was against the Obesity Policy and Marske already exceeded the 5% allowed in one area;
- The development would create air pollution;

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- The houses were not designed for the future they were of a 1980 style;
- Where were the electric vehicle charging points and there were no heat pumps;
- This development would drive people into poverty;
- Moving the drainage and retrofitting the schools would create a bill of £4m;
- Why was the community element of the proposal being built first?
- By the time the development was built it would not be fit for purpose;
- The proposal was contrary to Policy SD4 as the proposal did not respect the character of the area;
- It was not a natural extension of the village as it had been described hence the proposal had generated 600+ objections;
- Objections dismissed in report
- The proposal does not comply with Policy N3;
- Lack of play equipment;
- The Plough provided a designated buffer zone at the North West boundary which was 1 metre wide and fenced off and where no development or landscaping was permitted;
- No footpaths or cycleways were allowed on the A1085;
- The police consultee had reservations;
- Loss of agricultural land which should be an issue
- The houses were only fit for the 19th/20th Century;
- There was no scheme for the reduction of the use of fossil fuels with gas boilers proposed and despite the Council pledging to be carbon neutral by 2030;
- The proposal should not go forward in its current state;
- The area was already disadvantaged with pollution and vehicle pollution would only add to it causing air pollution;
- Why was a fossil fuel petrol station proposed when the Government had ruled that there would be no petrol driven vehicles manufactured after 2025;

A representative was present for the Parish Council and made the following comments:-

- The Parish Council continue to object to the proposal;
- The Parish Council were an advisory body on planning applications and the Borough Council were not obliged to agree with our views;

Councillor Dowson representing the Ward was present at the meeting and confirmed that she supported the residents in their objections and hoped that Members would listen and support their concerns.

Councillor King representing the Ward was present at the meeting and made the following comments:-

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- In 2015 it was agreed that the proposal should not be granted and this was overruled by the Secretary of State in 2017;
- The land owner had changed the plans numerous times to keep the planning permission open for as long as possible until a buyer could be found and had not listened to any of the concerns regarding the impact on the area and putting their aspirations of financial gain above the quality of life of local people;
- The Council were working towards making the Borough Carbon Neutral by 2030 however, this proposal set this back as they had not included any of the new features and as such the application went against several of the Council's own policies;
- Network Rail, the Police, Public Rights of Way, the Parish Council and the NHS had all submitted concerns and asked that their concerns be listened to along with 607 objections;
- Less than 1.5% of people commenting on this proposal were in favour and if this application were approved today 98.5% of the residents we represent would feel as though they had no say on something that would impact on them and their families for many years to come;
- The site was the size of 71 full size football pitches so how could this not impact negatively on services, wildlife and biodiversity;
- What would the chances be of finding a parking space in the village as it was nigh on impossible at the moment;
- The West Midlands Pension Fund had reservations as to how one local authority could dismiss the relevance of another Local Authorities decision not to approve a large scale housing development on prime arable land where it was not needed;
- The development was not futuristic it was already outdated by decades and did not consider the demographics of the area with no provision for single storey properties to support an ageing population or residents with limited mobility. Marske residents were proud of welcoming residents with additional needs and supporting them to live independently.

The Agent was present at the meeting and made the following comments:-

- Endorse the officers report and the recommendation for reserved matters
- Worked closely with officers to provide a scheme of good design which was sustainable; This was a high quality development providing a wide range of homes including affordable housing and generous areas of planting;
- The combination of uses offered a sustainable scheme;
- The proposal would generate jobs and would benefit businesses locally;
- The scheme conformed with Building Regulations June 2022;

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- Condition 16 outlined specific criteria to deal with surface water and Northumbrian Water had no objections;
- The housing development would commence in Autumn/Winter 2023 with the community elements developed at a later stage;
- There were no highway objections;

Following the presentation of the report of the Executive Director for Growth, Enterprise and Environment and taking into account the representations, the Committee made the following comments:-

- The proposed development does not match the quality of development in the village in character or design;
- Marske was already saturated with cars and each of the proposed houses could add another 2/3 onto the local highways;
- Not convinced that the surface water issue had been addressed and could not support the proposal for that reason;
- A lot had changed since 2017 the area was different the habitats were different and there was more traffic and therefore inclined to refuse as the proposal was contrary to Policy N2;
- There were over 607 written objections and more than 40 objectors present at the meeting today;
- The Government were trying to involve local communities in planning in their area but had not seen much evidence of Redcar and Cleveland doing the same;
- The Local Plan specifically mentioned Marske, in particular, it talked about the strategic gaps and green wedges which should be protected as they acted as a buffer between different uses;
- The 2017 appeal granted permission for between 810 and 1000 houses it did not grant permission for a new town;
- Those aspects of the proposal which were more financially viable would go in first and this was grounds for refusing the application as they were not included on the appeal decision;
- Need to revisit the number of houses proposed and whether the commercial unit was relevant;
- There were promises of solar panels and EV charging points but nothing specific and gas boilers would pass the cost of updating them onto the residents and the council tax payers;
- The principle of development was granted on appeal and now we were only looking at the reserved matters and whether there were grounds to object on planning grounds;
- No problem with the mixed development but with the density of the development;
- How would children find a safe route to schools;
- Lack of open spaces;
- The design was outdated;
- The appeal gave permission for up to 1000 houses and this proposal was for less houses;

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- The Secretary of State had already ruled that there could be housing on the site;
- There was a dilemma of observing the planning laws whilst delivering a project that had sensibility;
- The campaign to maintain the strategic gap came too late;
- The principle of development and the development of the strategic gap was acceptable on appeal and not for debate through this application
- The proposal does not comply with our climate change policy but being non compliant was not a planning issue. The sooner they made it a planning requirement the better;
- The petrol station proposal was incongruous as it might be 20/30 years before it was built;
- There was not one mention of EV charging points;
- The layout/density was inappropriate;
- There was no intention to consider bungalows;
- Concerned about land surface water disposal although had heard there were conditions to resolve the issue;
- The house types and mix were acceptable and there would be 122 affordable houses provided on the development;
- The layout of the highways was acceptable;
- The house type styles were acceptable but no doubt these would change over the time of the development;
- Welcome the reduction in carbon emissions;
- Request the use of hedgehog highways in the boundary details through the condition
- Following discussion with the agent agree with the use of planning condition in relation to energy reduction measures
- Condition should be linked to phases to see improvement over the years
- Members request to agree wording of condition
- Developers should have discussions with Cleveland Police and request this be an informative on the decision

RESOLVED that Planning Permission be granted subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan (001) received by the Local Planning Authority on 23/06/2022

Phasing Plan (108 Rev D) as proposed received by the Local Planning Authority on 13/01/2023

Overall Site Layout Plan as Proposed (100 Rev E) received by the Local Planning Authority on 01/03/2023

Site Plan as proposed sheet 1 (101 Rev E) received by the Local

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Planning Authority on 01/03/2023
Site Plan as proposed sheet 2 (102 Rev E) received by the Local Planning Authority on 01/03/2023
Site Plan as proposed sheet 3 (103 Rev E) received by the Local Planning Authority on 01/03/2023
Site Sections (109) received by the Local Planning Authority on 13/01/2023
Adoption Plan as Proposed (107 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatment Details (500 Rev A) received by the Local Planning Authority on 16/02/2023
Boundary Treatments Plan Sheet 1 (104 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatments Plan Sheet 2 (105 Rev D) received by the Local Planning Authority on 13/01/2023
Boundary Treatments Plan Sheet 3 (106 Rev D) received by the Local Planning Authority on 13/02/2023
Colour Layout (110 Rev D) received by the Local Planning Authority on 13/01/2023
Detailed Landscape Proposal Sheet 1 of 3 (c2065-11) received by the Local Planning Authority on 13/01/2023
Detailed Landscape Proposal Sheet 2 of 3 (c2065-12) received by the Local Planning Authority on 13/01/2023
Detailed Landscape Proposal Sheet 3 of 3 (c2065-13) received by the Local Planning Authority on 13/01/2023
Landscape Master Plan (c2065-14) received by the Local Planning Authority on 13/01/2023
Engineering Layout Sheet 1 (QD1850-00-01 Rev I) received by the Local Planning Authority on 13/01/2023
Engineering Layout Sheet 2 (QD1850-00-02 Rev H) received by the Local Planning Authority on 13/01/2023
Engineering Layout Sheet 3 (QD1850-00-03 Rev H) received by the Local Planning Authority on 13/01/2023
Engineering Layout Sheet 4 (QD1850-00-04 Rev H) received by the Local Planning Authority on 13/01/2023
Overall Engineering Layout (QD1850-00-00 Rev H) received by the Local Planning Authority on 13/01/2023
Longsections 1 (QD1850-00-15 Rev A) received by the Local Planning Authority on 13/01/2023
Longsections 2 (QD1850-00-16 Rev B) received by the Local Planning Authority on 13/01/2023
Longsections 3 (QD1850-00-17 Rev A) received by the Local Planning Authority on 13/01/2023
Longsections 4 (QD1850-00-18 Rev A) received by the Local Planning Authority on 13/01/2023
Longsections 5 (QD1850-00-19 Rev B) received by the Local Planning Authority on 13/01/2023
Longsections 6 (QD1850-00-20 Rev A) received by the Local

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Planning Authority on 13/01/2023
Longsections 7 (QD1850-00-21 Rev B) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 1 (QD1850-00-05 Rev F) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 2 (QD1850-00-06 Rev F) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 3 (QD1850-00-07 Rev E) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 4 (QD1850-00-08 Rev G) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 5 (QD1850-00-09 Rev G) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 6 (QD1850-00-10 Rev F) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 7 (QD1850-00-11 Rev G) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 8 (QD1850-00-12 Rev F) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 9 (QD1850-00-13 Rev F) received by the Local
Planning Authority on 13/01/2023
Proposed Levels 10 (QD1850-00-14 Rev F) received by the Local
Planning Authority on 13/01/2023
House Type – Avonsford (EMA21/2021/PL2) received by the Local
Planning Authority on 13/01/2023
House Type – Avonsford (EMA21/2021/PL3) received by the Local
Planning Authority on 13/01/2023
House Type – Beaford (EMA22/2021/PL2) received by the Local
Planning Authority on 13/01/2023
House Type – Beaford (EMA22/2021/PL3) received by the Local
Planning Authority on 13/01/2023
House Type – Brambleford (EMA32/2021/PL2A) received by the
Local Planning Authority on 13/01/2023
House Type – Brambleford (EMA32/2021/PL3A) received by the
Local Planning Authority on 13/01/2023
House Type – Byrneham (EMG31/2021/PL2) received by the Local
Planning Authority on 13/01/2023
House Type – Byrneham (EMG31/2021/PL3A) received by the Local
Planning Authority on 13/01/2023
House Type – Colford (EMA43/2021/PL2A) received by the Local
Planning Authority on 13/01/2023
House Type – Colford (EMA43/2021/PL3A) received by the Local
Planning Authority on 13/01/2023
House Type – Eynsford (EMA33/2021/PL2A) received by the Local
Planning Authority on 13/01/2023
House Type – Eynsford (EMA33/2021/PL3A) received by the Local
Planning Authority on 13/01/2023
House Type – Hubham (EMG43/2021/PL2) received by the Local

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Planning Authority on 13/01/2023

House Type – Hubham (EMG43/2021/PL3A) received by the Local Planning Authority on 13/01/2023

House Type – Rightford (EMA46/2021/PL2A) received by the Local Planning Authority on 13/01/2023

House Type – Rightford (EMA46/2021/PL2A) received by the Local Planning Authority on 13/01/2023

House Type – Bayford (500N801V) received by the Local Planning Authority on 23/06/2022

House Type – Buxton (303C801V) received by the Local Planning Authority on 23/06/2022

House Type – Cedarwood (419C801V) received by the Local Planning Authority on 23/06/2022

House Type – Eaton (309T801V) received by the Local Planning Authority on 23/06/2022

House Type – Elderwood (405N801V) received by the Local Planning Authority on 13/01/2023

House Type – Fairmont (200C801V) received by the Local Planning Authority on 13/01/2023

House Type – Hazelwood (407N801V) received by the Local Planning Authority on 23/06/2022

House Type – Maplewood (411N801V) received by the Local Planning Authority on 23/06/2022

House Type – Masterton (304N801V) received by the Local Planning Authority on 23/06/2022

House Type – Overton (302C801V) received by the Local Planning Authority on 23/06/2022

House Type – Pearwood (410T801V) received by the Local Planning Authority on 23/06/2022

House Type – Sherwood (416N801V) received by the Local Planning Authority on 23/06/2022

House Type – The Claymont (AT03801V) received by the Local Planning Authority on 23/06/2022

House Type – The Langston (AT04801V) received by the Local Planning Authority on 23/06/2022

House Type – Thetford (502N801V) received by the Local Planning Authority on 23/06/2022

House Type – Tiverton (307M801V) received by the Local Planning Authority on 23/06/2022

Single Garage (01) received by the Local Planning Authority on 23/06/2022

Single Garage 2 (SG:30:STD) received by the Local Planning Authority on 23/06/2022

Double garage (shared) (03) received by the Local Planning Authority on 23/06/2022

Double garage (sales) (06) received by the Local Planning Authority on 23/06/2022

Drive Thru Plans and Elevations (P90.04) received by the Local

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Planning Authority on 15/01/2020
Convenience Store Plans and Elevations (1105-KNI) received by the Local Planning Authority on 15/01/2020
GP and Pharmacy Building Plans and Elevations (P90-08) received by the Local Planning Authority on 15/01/2020
Nursery Plans and Elevations (P90.10) received by the Local Planning Authority on 15/01/2020
Community Hall Plans and Elevations (1105-KNI Rev A) received by the Local Planning Authority on 01/03/2023
Public House Plans and Elevations (P-90.06) received by the Local Planning Authority on 15/01/2020
Hotel Plans and Elevations (P90.05 Rev A) received by the Local Planning Authority on 01/03/2023
Petrol Station and Retail Plans and Elevations (P90.03) received by the Local Planning Authority on 15/01/2020
Primary School Plans and Elevation (P90.11 Rev A) received by the Local Planning Authority on 13/02/2023

REASON: To accord with the terms of the planning application.

2. Prior to any development above damp proof course details of the external materials to be used in the carrying out of this permission (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

3. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Prior to the occupation of the 200th dwelling on site a scheme for the provision of play equipment shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include information on the location and form of equipment, a programme of works for the installation and a maintenance plan. The development shall be completed in accordance with the approved details and the scheme retained for the lifetime of the

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development.

REASON: To ensure a satisfactory form of development and suitable levels of play equipment in accordance with policy N3 of the Redcar and Cleveland Local Plan.

5. Prior to the occupation of the first dwelling on site a scheme detailing the boundary treatment to be installed along the boundary of the site with the railway line to the north shall be submitted to and agreed in writing with the Local Planning Authority. The details submitted shall include the height and design of the boundary treatment along with a phasing programme for the installation. The scheme shall be implemented in accordance with the approved details and retained for the lifetime of the development.

REASON: To ensure a satisfactory form of development and to secure access to the railway line.

6. Prior to the commencement of development for each phase or sub-phase identified on the approved Phasing Plan, a scheme shall be submitted to and approved in writing by the local planning authority which sets out how that phase or sub-phase of development will incorporate best practice in resource management, energy efficiency and climate change adaptation. The scheme will include measures such as the use of photovoltaic panels, EV charging points and other energy efficiency measures, that will be agreed in writing with the Local Planning Authority reflective of best practice at that time. Thereafter the development shall be constructed in accordance with the approved details.

REASON: In the interests of sustainable construction and in accordance with Policy SD4 of the Redcar and Cleveland Local Plan (2018) and Part 14 of the National Planning Policy Framework. Required to be pre-commencement to ensure that the development is constructed within sustainability embedded.

STATEMENT OF CO-OPERATIVE WORKING: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

INFORMATIVE NOTE: The developers are encouraged to engage with the advice of the Secure by Design Officer from Cleveland Police in relation to the development and measure that can be put in place throughout the proposals.

INFORMATIVE NOTE: The conditions on outline application

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R/2013/0669/OOM remain extant and relevant to the development.

INFORMATIVE NOTE: With reference to condition 6, 'best practice' is taken to mean in line with current Building Regulations at that point in time.

81. **DELEGATED DECISIONS.**

The Executive Director for Growth, Enterprise and Environment circulated a schedule of delegated decisions determined under the delegated power procedure.

:-NOTED.

82. **APPEAL INFORMATION.**

The Executive Director for Growth, Enterprise and Environment presented Members with a schedule of the appeals which had been received.

:-NOTED.

83. **ENFORCEMENT SCHEDULE.**

The Executive Director for Growth, Enterprise and Environment presented Members with the schedule of enforcement actions which had been undertaken.

:-NOTED.

84. **SECTION 106 AGREEMENTS.**

The Executive Director for Growth, Enterprise and Environment presented a response to a recommendation of the Tees Valley Audit and Assurance TVASS report (April 2016) in respect of the reporting of progress on the completion of Section 106 Agreements.

RESOLVED that a list of all live s.106 agreements be presented to the Regulatory Committee on a quarterly basis.

85. **DEEMED CONSENT APPLICATIONS.**

85.01 **R/2023/0052/F3 Installation of a 1.5M high sculpture roundabout at Redcar Road and Greenstones Road Redcar.**

Deemed consent granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of **THREE YEARS** from the date of this permission.

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REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location plan received by the Local Planning Authority on 24/01/2023

Proposed site plan received by the Local Planning Authority on 24/01/2023

Proposed elevations received by the Local Planning Authority on 26/01/2023

REASON: To accord with the terms of the planning application.

85.02 **R/2023/0053/F3 Installation of a steel sculpture/artwork sign to show where the Teesville Area grassed area at corner of Normanby Road and Fabian Road Normanby.**

Deemed consent granted subject to the following conditions:-

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Location plan received by the Local Planning Authority on 24/01/2023

Site plan received by the Local Planning Authority on 24/01/2023

Proposed elevations received by the Local Planning Authority on 24/01/2023

REASON: To accord with the terms of the planning application.

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ATTENDANCE RECORD - 2022/23

Surname	First name	26.05.22	23.06.22	21.07.22	18.08.22	15.09.22	10.11.22	08.12.22	02.02.23	15.02.23	02.03.23	Total Meetings Attended / total possible
Ayre	Billy	✓	✓	✓	✓	✓	✓	✓	Apols	Apols	n/a	
Foley-McCormack	Chris	✓	✓	✓	✓	✓	n/a	n/a	n/a	n/a	n/a	
Richardson	Carrie	Apols	Apols	✓	Apols	Apols	✓	✓	Apols	Apols	n/a	
Head	Malcom	✓	✓	✓	Apols	✓	✓	✓	✓	✓	✓	
Morgan	Carole	Apols 1	✓	✓	✓	✓	Apols	✓	✓	✓	✓	
Ovens	Mary	✓	✓	✓	✓	✓	✓	✓	✓	✓	Apols	
Hixon	Andrew	✓	✓	✓	✓	✓	✓	✓	✓	Apols	✓	
Thomson	Phillip	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Smith	Stuart	✓	✓	Apols	✓	Apols 6	✓	✓	✓	✓	✓	
Baldwin	Neil	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Lockwood	Mike	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Brook	Adam	X	Apols3	n/a	n/a	n/a	n/a	n/a	✓	Apols	Apols	
Watts	Anne	✓	✓	✓	✓	✓	✓	Apols	✓	✓	✓	
Rider	Vera	n/a	n/a	✓	✓	✓	✓	Apols	✓	✓	✓	
Jeffrey	Sue	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	RA	
Clark	Robert	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Apols	

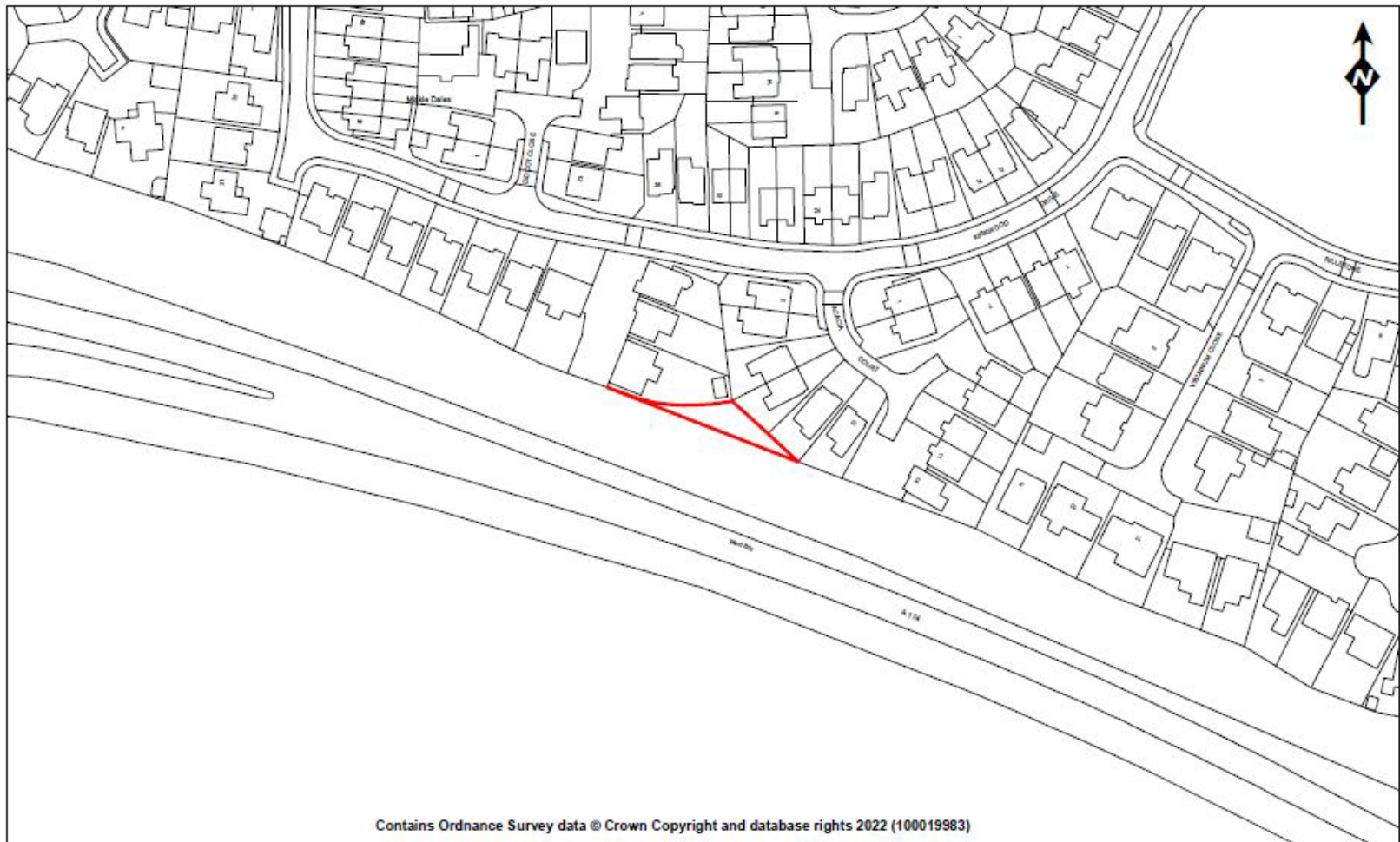


- **Planning officer's report prepared for all applications (pre-circulated):**
 - **summarises views of consultees; any comments received to the public consultation and information received from the applicant;**
 - **considers policy context and other material planning considerations;**
 - **makes a recommendation to the Committee.**
- **Objectors, supporters and applicant (or agent) may address the Committee under the direction of the Chair, those wishing to speak should have registered with officers before the meeting, a time limit of three minutes is allowed for each speaker.**
- **Committee members may then ask questions of clarification through the Chair.**

Please switch off all mobile phones

- **Officers may be asked to comment on any further planning matters raised.**
- **Members then debate the application and formulate the motion or motions on which to vote.**
- **In the event of a tie the Chair has a ‘casting vote’ and this is provided for in the Constitution.**
- **The Chair announces the result of the vote and the Committee moves onto the next application.**

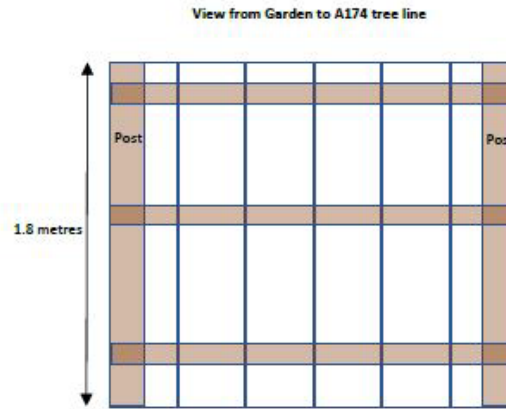
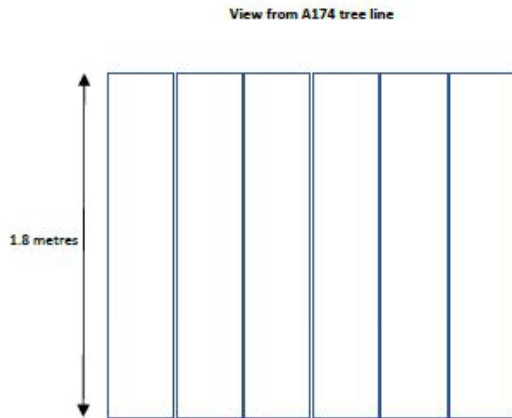
Please switch off all mobile phones



LAND ADJOINING 15 KIRKWOOD DRIVE, REDCAR (163m²)

Date: 14/11/2022
Drawn by: BS
Scale = 1:1,250
DWG No: xx

New Fencing Elevation for Land Adjoining 15 Kirkwood Drive
TYPICAL FENCING (Representative of full length of proposed fence line)



Close boarded wooden fence

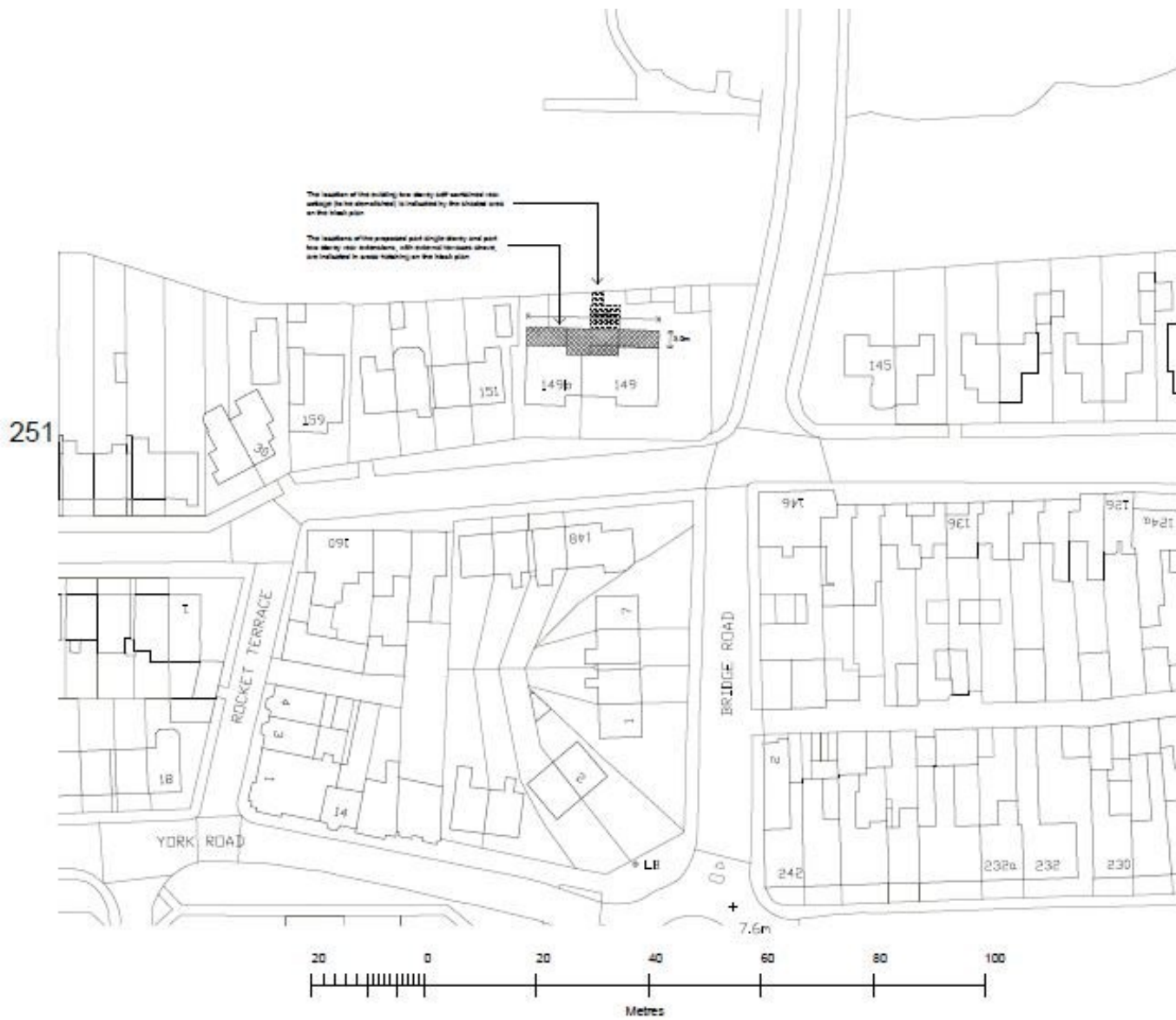
Expected Total Fence Length Approximately 63 metres (as indicated on Site Plan)



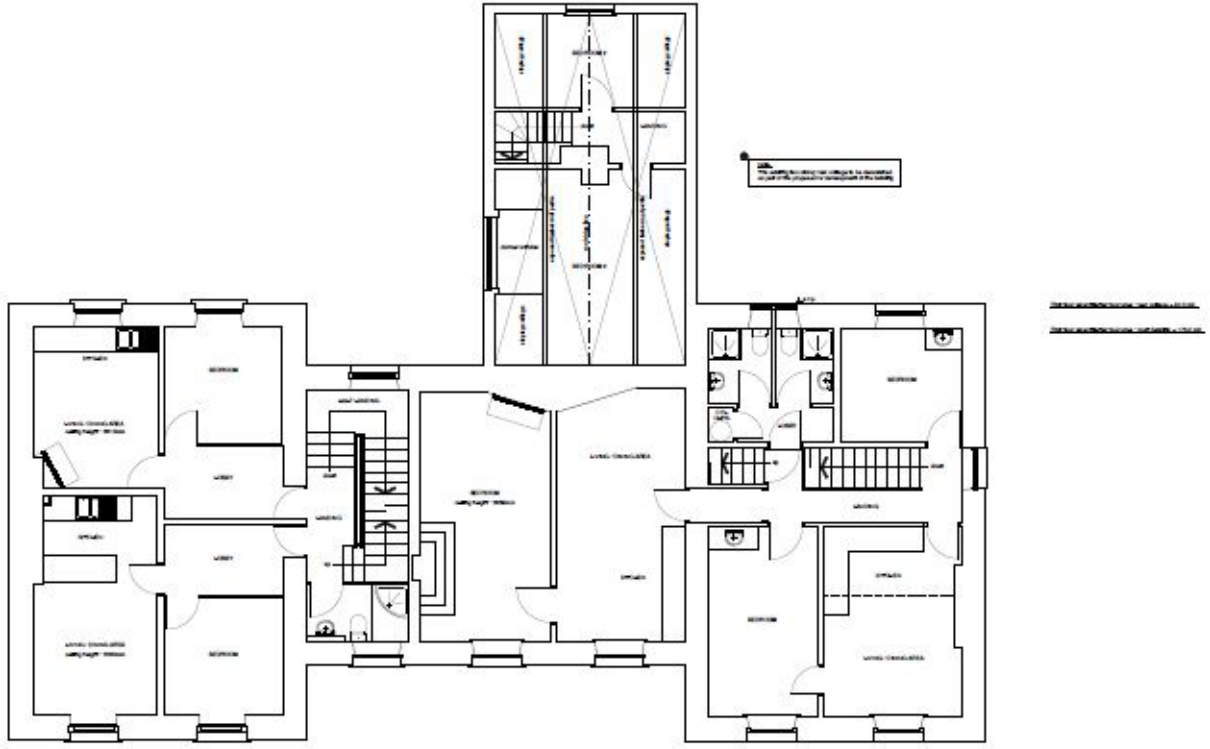
R/2022/1016/FF Land adjoining 15 Kirkwood Drive, Redcar
Aerial



R/2022/0447/CA 149A/149B High Street West, Redcar
Location Plan



BLOCK PLAN (1:500 Scale)



EXISTING FIRST FLOOR PLAN



EXISTING FRONT ELEVATION



EXISTING SIDE ELEVATION


A CONSULTANTS
 7 The Wigmore Terrace, Baber, Cleveland, TS10 1QQ
 Tel: 01642 288771 email: a.consultants@btinternet.com

CLIENT
 BT & BTG WAZ

DATE
 14th & 14th OCT 2014 11:17:45 AM

PROJECT
 149A & 149B HIGH STREET WEST
 REDCAR
 TS10 1EL

SCALE
 1:100

PROJECT APPROVED & AGREED TO & DATED
 B.T. T. F. M. & B.L. F. M. E. M. L. L. L.

DATE
 14th & 14th OCT 2014

BY
 [Signature]

DATE
 14th & 14th OCT 2014



PROPOSED FIRST FLOOR PLAN

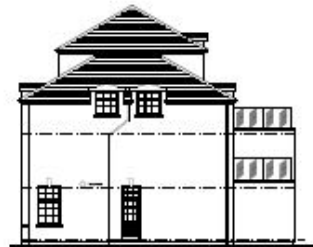


PROPOSED FRONT ELEVATION

NOTES:
 1. The proposed building is to be constructed in accordance with the Building Regulations 2010 and the Building Regulations 2010 (Amendment) (Energy Efficiency) Regulations 2015.
 2. The proposed building is to be constructed in accordance with the Building Regulations 2010 and the Building Regulations 2010 (Amendment) (Energy Efficiency) Regulations 2015.
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PROPOSED SIDE ELEVATION

DISCLAIMER:
 The proposed building is to be constructed in accordance with the Building Regulations 2010 and the Building Regulations 2010 (Amendment) (Energy Efficiency) Regulations 2015. The proposed building is to be constructed in accordance with the Building Regulations 2010 and the Building Regulations 2010 (Amendment) (Energy Efficiency) Regulations 2015. The proposed building is to be constructed in accordance with the Building Regulations 2010 and the Building Regulations 2010 (Amendment) (Energy Efficiency) Regulations 2015.



A
 3 The Ridge, Tynes, Redcar, Cleveland, TS10 1JQ
 Tel: 01642 538771 email: a@architecta.co.uk

CLIENT:
 MR & MRS SAID

PROJECT:
 149A & 149B CHATHAM STREET WEST
 REDCAR
 (LEICAM)
 T117 101

DATE: 11/10/2023
ISSUE: 1/10/2023

PROJECT ADDRESS: 149A & 149B CHATHAM STREET WEST
PROJECT ADDRESS: 149A & 149B CHATHAM STREET WEST

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R/2022/0447/CA 149A/149B High Street West, Redcar
Photographs



R/2022/0447/CA 149A/149B High Street West, Redcar
Photographs



R/2022/0447/CA 149A/149B High Street West, Redcar
Photographs



R/2022/0447/CA 149A/149B High Street West, Redcar
Photographs

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/1016/FF
LOCATION:	LAND ADJOINING 15 KIRKWOOD DRIVE REDCAR TS10 2SX
PROPOSAL:	CHANGE OF USE OF PUBLIC OPEN SPACE (CLASS F2 (C) TO EXTENSION OF RESIDENTIAL GARDEN (CLASS C3(A)) INCLUDING BOUNDARY FENCING

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for change of use of public open space (Class F2 (C)) to extension of residential garden (Class C3(A)) including boundary fencing.

The application relates to land adjoining 15 Kirkwood Drive, Redcar. The triangular shaped piece of land is located to the south east of 15 Kirkwood and borders the rear boundary of 8 and 10 Acacia Court to the east of the applicant's property. The land is adjacent to a Strategic Landscape Area protected by Local Plan N2 which consists of mature trees and shrubs running parallel with the A174 which forms a linear landscape buffer between the residential properties at the Mickledales housing estate, the A174 and the settlement boundary as defined on the Local Plan policies map under policy SD3.

This application seeks consent to change the use of the open space into residential garden and enclose with 1.8m high close board fence. The land in question is 163 square metres in area. The land borders the treeline embankment to the A174 and does not have pedestrian access. The site currently appears to be shrubland.

The application has been accompanied by a site location plan, site plan and elevation of boundary fencing as proposed.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development
SD2 Locational Policy
SD3 Development Limits
SD4 General Development Principles
N2 Green Infrastructure
N3 Provision of Open Space and Recreation Facilities

OTHER POLICY DOCUMENTS

N/A

PLANNING HISTORY

No recent planning history

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a site notice and neighbour notification letters.

As a result of the consultation period five written representations objecting to the proposals have been received. The comments are summarised as follows:

- *Concerns regarding loss of trees and bushes leaving open to view and noise from A174*
- *Concerns what land to be used for and impact on a building to rear of property and impact on privacy, light and increase in noise levels*
- *Concerns regarding devaluation of property*
- *Area a haven for wildlife and any development will destroy habitation.*
- *Enjoy peace garden offers, uncertainty causing major stress*
- *Concerns the location description doesn't include Acacia Court and the properties that adjoin the land*
- *Concerns regarding the possibility of further developments on the land, would adversely affect the community in Acacia Court*
- *Concerns regarding lack of clarity regarding future use of land, will there be structures or areas for children to play or socialising*
- *If land is available to purchase, it would be in the best interests of all parties to be given the option of purchasing this land direct behind their property*

Saltburn, Marske and New Marske Parish Council (09/02/2023)

No objections

Redcar and Cleveland Borough Council (Strategic Planning) (09/02/2023)

The application site comprises part of a linear landscaped buffer between residential properties at the Mickledales housing estate and the A174 road at the settlement boundary, as defined on the Local Plan policies map under policy SD3.

Most of the land is intensively planted up with a young but well-established woodland belt, with a break between the tree line and the fence line, which is where the application site is located. All of this land forms part of the agreed structural landscaping scheme for the estate and mostly comprises a straight corridor between the housing and the A174 with deviations in depth in some places, including at the application site where it briefly broadens out between the rear gardens of 15 Kirkwood Drive and nos. 8 and 10 Acacia Court. The reason for this indentation is not confirmed. It may be due to the developments at Kirkwood Drive and Acacia Court proceeding in separate delivery phases and being undertaken by different housebuilders, resulting in some 'spare land' left over after development.

On the Local Plan Policies Map, and under policy N2, the land between the housing and the A174 is broadly identified as part of a strategic landscape area adjacent to the A174 where it passes to the south of Redcar and Marske and towards Saltburn.

Policy N2 seeks to 'protect and support the enhancement, creation and management of [the] green infrastructure network, to improve its quality, value, multi-functionality and accessibility, including in strategic green infrastructure corridors'. The policy does not explicitly support the loss of established strategic landscaping areas under any circumstances.

To put that into perspective however, the application site is small and policy N2 is of a strategic nature. The proposal would result in a negligible loss of public open space and some 'levelling off' of the boundary and, critically, it would not undermine the functional effectiveness of the buffer or the policy.

Notwithstanding consideration of policy N2, the proposals should accord with general development policy SD4 in terms of achieving good design and avoiding any adverse impacts on residential amenity.

In those respects, an extension of garden curtilage might logically be expected to correspond to the established pattern of property boundaries. That might be achieved through extending the diagonal fenced boundary between the plots at Kirkwood Drive and Acacia Court, rather than as shown on the submitted location plan which, by incorporating land which is more closely associated with the Acacia Court properties, would result in a disproportionate and incongruous extension to the boundary of 15 Kirkwood Drive. The significance of that should be taken in account in assessing the proposals.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

The National Planning Policy Framework (NPPF) states that new applications should be considered in the context of the presumption in favour of sustainable development.

Policy SD1 of the Local Plan confirms the policy in the NPPF in relation to the presumption in favour of sustainable development.

Policy SD2 of the Local Plan sets out the locational strategy for the borough and confirms that Redcar is within the coastal area. The policy confirms that the majority of development would be focused within the urban and coastal areas.

Policy SD3 relates to development limits and confirms that *within development limits, development will be supported, subject to meeting other policies in the Local Plan.*

The application site is located within the identified development limits and within the Redcar area.

The principle of development is acceptable and the proposal would accord with the broad aims of policies SD1, SD2 and SD3 of the Local Plan.

The application site comprises part of a linear landscaped buffer between residential properties at the Mickledales housing estate and the A174 road at the settlement boundary, as defined on the Local Plan policies map under policy SD3.

Most of the land is intensively planted up with a young but well-established woodland belt, with a break between the tree line and the fence line, which is where the application site is located. All of this land forms part of the agreed structural landscaping scheme for the estate and mostly comprises a straight corridor between the housing and the A174 with deviations in depth in some places, including at the application site where it briefly broadens out between the rear gardens of 15 Kirkwood Drive and nos. 8 and 10 Acacia Court. The reason for this indentation is not confirmed. It may be due to the developments at Kirkwood Drive and Acacia Court proceeding in separate delivery phases and being undertaken by different housebuilders, resulting in some 'spare land' left over after development.

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To put that into perspective however, the application site is small and policy N2 is of a strategic nature. The proposal would result in a negligible loss of public open space and some 'levelling off' of the boundary and, critically, it would not undermine the functional effectiveness of the buffer or the policy.

It is considered in principle the proposed change of use is acceptable and land in question is too small to impact on the strategic landscape area and is in accordance with policy N2.

The impacts on the character and appearance of the area

Policy SD4 amongst other requirements at criteria J, K and L requires that proposals respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

As discussed above, the application site forms a break between the tree line and the residential boundaries. The residential gardens and the application site are at a lower ground level than the tree line. It is considered enclosing the area would effectively level off the boundary and would be acceptable. The use as additional residential garden would be in keeping with the character and appearance of the residential area. Neighbours have raised concerns regarding loss of trees and bushes, however the area in question doesn't contain mature trees, all the mature vegetation is outside of the site boundary and as such there will be no impact on the mature tree belt.

It is granted the inclusion of the proposed area as one residential garden will result in a large rear plot which isn't strictly in keeping with the size of neighbouring plots. Comments have been raised that all neighbours should have been made aware the land could be purchased so they could opt to buy land to the rear of their property. The case officer is aware the Council's Asset's team have received further enquiries regarding purchasing some of land in question. Ultimately the purchase of the land and processed needed prior to purchasing is separate from planning permission. If this application is granted the land would have consent as residential garden and technically could be subdivided up as part of the land sale agreement with the Asset's team.

The proposal is suitable in relation to the proportions, massing, height, size,

scale, materials and detailed design features and the application would respect the character of the site and its surroundings. The application accords with part j of policy SD4 of the Redcar and Cleveland Local Plan.

The impacts on neighbour amenity

Policy SD4 of the Local Plan at criteria b requires that proposals *will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.*

Five neighbouring objections have been received concerned with the impact of the proposed change of use in terms of noise, potential structures, privacy and light.

Due to the nature of the development there are no issues in terms of overlooking or loss of privacy. The extended residential curtilage would sit alongside existing residential properties and gardens. The fence due to the location along the landscape buffer would not have an overbearing impact and the existing boundary fences would protect privacy.

The garden extension given the position and relationship would not have any overbearing impacts and raises no issues in terms of overlooking or loss of privacy.

In terms of noise, the dwellings are located in an established residential estate which borders the A174. The change of use of land may bring potential noise closer to the boundary of No. 8 and 10 Acacia but it will be no different from the noise that would be heard from the existing garden, the garden will remain as one property and the distance will be a matter of metres closer. It is considered due to the nature of the neighbouring residential gardens the impact will be limited and not sufficient to refuse the proposal.

In terms of loss of light and potential structures in the garden, under the Town and Country Planning (General Permitted Development Order 2015 as amended) an outbuilding could be built up to 2.5m high without the need for planning permission, which is 0.5m greater than the permitted maximum height for a boundary fence/wall. A further restriction in the GPDO is the amount of ground area covered by a building, planning permission is required when the total area of ground covered by buildings within the curtilage (other than the original dwellinghouse) would exceed 50% of the total area of curtilage. In light of the proposed garden size and potential size of an outbuilding it is considered necessary to remove permitted development rights for outbuildings within the application site so the local planning authority will be able to fully assess the impact of any outbuilding on neighbouring occupiers.

The concerns raised by neighbouring occupiers are noted, however in light of the residential nature of the area and the restrictions regarding outbuildings it is considered the proposed change of use of land is acceptable and will not have a sufficiently detrimental impact on the amenity of neighbouring

residents to warrant refusal. It is considered the proposal is acceptable and in accordance with Local Plan Policy SD4.

The impacts on highways safety

The works proposed do not impact on the parking provision or vehicular access to the site and as such the application raises no issues in terms of highways safety and the application accords with part p of policy SD4 of the Redcar and Cleveland Local Plan.

Other matters

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality.

CONCLUSION

For the reasons outlined above the proposal is considered acceptable. The extension of the garden would not have a significant adverse impact on neighbour amenity and the proposal raises no issues in terms of highways safety or crime prevention. The scale and design is acceptable and the proposal would respect the character of the site and surroundings. The loss of the area of open space would not have a significant impact on Strategic Landscape area and would level off the boundary fences. The proposal accords with policies N2, SD3 and SD4 of the Redcar and Cleveland Local Plan

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

- Location plan received by the Local Planning Authority on 23/12/2022

- Elevation of boundary fencing as proposed received by the Local Planning Authority on 24/01/2023

REASON: To accord with the terms of the planning application.

3. Notwithstanding the provisions of the Town and Country Planning General Development Order, 2015 (or any Order revoking or re-enacting that Order), no detached buildings shall be erected within the curtilage of the dwelling(s) the subject of this permission, without the express consent of the Local Planning Authority.

REASON: To safeguard the character and appearance of the development.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted is a satisfactory scheme and therefore no negotiations have been necessary.

Redcar and Cleveland Borough Council

Planning (Development Management)

APPLICATION NUMBER:	R/2022/0447/CA
LOCATION:	149A/149B HIGH STREET WEST REDCAR TS10 5BL
PROPOSAL:	CHANGE OF USE AND CONVERSION FROM DETACHED VACANT BUILDING (COMPRISING 7 FLATS AND ONE TWO STOREY COTTAGE) WITH EXTERNAL ALTERATIONS TO FORM 1 THREE STOREY DWELLINGHOUSE; 1 GROUND FLOOR FLAT WITH 1 TWO STOREY MAISONETTE ABOVE; RAISING THE ROOF RIDGES OF THE TWO STOREY SIDE WINGS TO CREATE 3 STOREY SIDE WINGS TOGETHER WITH PART SINGLE STOREY / PART TWO STOREY REAR EXTENSIONS WITH JULIETTE BALCONIES AND EXTERNAL TERRACES ABOVE; DEMOLITION OF EXISTING REAR COTTAGE AND NEW VEHICULAR AND PEDESTRIAN ACCESSES AND PARKING AT FRONT

[Planning Application Details \(redcar-cleveland.gov.uk\)](http://redcar-cleveland.gov.uk)

APPLICATION SITE AND DESCRIPTION

Permission is sought for proposed change of use from a detached building comprising of 8 dwelling units (7 flats and one two storey cottage) into 3 self-contained dwelling units comprising of a 3 storey dwellinghouse and a ground floor flat with a two storey maisonette above. The development includes raising the roof ridges of the two storey side wings to create 3 storey side wings together with part single storey and part two storey rear extensions with external terraces above.

The application relates to the property at 149A/ 149B High Street West. The property is located to a prominent location on the junction of High Street West, Majuba Road and Bridge Street. The property is a three storey dwelling original erected at a Coach House.

The proposal would seek to extend and alter the property to provide for three residential properties to the premises. There would be a rear extension and internal alterations with the alteration of the window openings to provide for the proposed internal layout to the building.

The application has been accompanied by a site location plan, existing and proposed plans and elevations and a heritage statement.

DEVELOPMENT PLAN

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL PLANNING POLICIES

National Planning Policy Framework (NPPF)

REDCAR & CLEVELAND LOCAL PLAN (2018)

SD1 Sustainable Development

SD2 Locational Policy

SD3 Development Limits

SD4 General Development Principles

H5 Sub division and conversion of buildings to residential uses

N1 Landscapes

N2 Green Wedges

HE1 Conservation Areas

OTHER POLICY DOCUMENTS

Coatham Conservation Area Appraisal

PLANNING HISTORY

There are historic planning records to the site for the residential use. None of which is considered to be of any particular relevance in the consideration of this submission.

RESULTS OF CONSULTATION AND PUBLICITY

The application has been advertised by means of a press notice, site notice and neighbour notification letters.

As a result of the consultation period the following representations have been received;

2 letters in support of the application which make the following comments;

- The site is vacant and has deteriorated, development would improve the appearance
- Returning the use as an Inn is not appropriate in the residential location

Ward Members

Cllr Baldwin has requested that the application be brought to committee for determination.

Georgian Group

23/09/2022

The Georgian Group has been notified by a concerned third party of proposal R/2022/0447/CA to undertake a scheme of works at 149a/149b [149] High Street West, Coatham. We recognise that this letter of comment is submitted far outside the official consultation period, however we hope that you might find it acceptable to include in your official report. The Group advises that whilst we are not a statutory consultee on this scheme, we strongly object to it as having the potential to cause substantial harm to the building as a locally significant non-designated heritage asset and to the wider Coatham Conservation Area.

149a/149b is a good example of a mid-eighteenth-century lodging house/hotel, constructed c.1760 in classical style with a central block and 2no. projecting cross wings. It is believed to have been built as an early purpose-built hotel/lodging affording it considerable historical significance reflected in its status as a non-designated heritage asset. The building appears to have undergone later alterations during the twentieth century including reduction of chimneys, roof replacement, replacement of windows with UPVC and external rendering in roughcast. The arrangement of windows however appears to be original. The plans provided with the application suggest that internally it has good preservation of its historic planform allowing good legibility of the historic building.

The proposal is to undertake an extensive scheme of internal and external works. Externally it is proposed to raise the roof heights to the 2no. cross wings to create a third storey, to reorganize the window arrangement to front and rear elevations, to construct a new rear extension with balconies, and to add a very large, pitched dormer to the rear roof slope. Internally it is proposed to completely reorganize the interior including alterations in floor levels, removal of internal divisions, formation of new openings and introduction of new subdividing walls.

The Group strongly objects to these proposals which would cause irreversible substantial harm to both the architectural and historic significance of 149 High Street West as non-designated heritage asset, and to the wider Coatham Conservation Area.

Supporting Documents

The Group advises that the information provided in accompaniment to the application is insufficient to explain the significance of the heritage asset or the impact of the proposed works on this significance. As such the application fails to meet the requirements of Local Plan (2018) Policy HE1 which

stipulates that the applicant must submit 'sufficient detail... to allow a proper assessment of the proposal on any heritage assets affected'. Paragraph 8.17 of the Local Plan likewise states that 'Any proposals which would affect non-designated heritage assets should be assessed by carefully weighing the loss or harm caused to the heritage asset against its significance.'

Whilst we recognise that the building is not listed and therefore the application does not statutorily require a full Heritage Statement or Heritage Impact Assessment, we draw attention to Local Plan policy HE2 which states 'In determining applications that would result in substantial harm to, or the total loss of, a non-designated heritage asset or its setting, the applicant will be required to demonstrate that the benefits of the development would outweigh any harm or loss of the heritage asset based on its significance.' As The Georgian Group believes that the proposed works have the potential to cause substantial harm to both the building as a non-designated heritage asset and to the wider conservation area, we advise that the applicant therefore must demonstrate the benefits of the proposed works outweigh the harm which they would cause.

We therefore strongly recommend that the applicant must provide further information and details about the scheme and the existing building to facilitate a full appreciation of the significance of the building and its contribution to the Coatham Conservation Area and to make clear the impacts of the proposed works. We advise that this documentation would be best formatted as a Heritage Statement or Heritage Impact Assessment for clarity.

We particularly recommend that the applicant provides a description and discussion of the interior of the building about which little is known, and we advise that this should be supported by illustrative photography.

We likewise recommend that a schedule of works and design and access statement would help the LPA to understand the full extent of the proposed scheme and assess their impact on the building as a non-designated heritage asset.

Impacts on Conservation Area

The Group objects strongly to the present proposal on the grounds of the substantial harm that the proposed works would cause to the building as a non-designated heritage asset and to the wider conservation area. We advise that the proposed building fails to meet the requirements of Policy HE1 of the Local Plan which states that 'Development must: respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction.' We advise that the works proposed do not respect the existing architectural and historic character of the conservation area.

The Group advise that the proposed raising of the roofs to the crosswings and the addition of the large extension and pitched roof dormer to the rear

elevation are major interventions significantly altering the original design of the building. We therefore advise that these proposals are particularly inappropriate to the historic and architectural character of 149 High Street West as a Non-Designated Heritage Asset, and of the historic and architectural character of the wider Coatham Conservation Area.

The proposal to reorganize the windows to the principal elevation will likewise cause considerable harm to the building and the proposed scheme appears incongruous and top heavy with poor regard to the original designed classical composition of the historic building. Whilst we recognize that the windows themselves are later inserts, the arrangement of openings appears to be historical and likely original. This arrangement therefore affords good legibility of the historic building, and we advise that changing the size and positioning of the window openings as proposed will therefore cause considerable harm to the asset's legibility and overall historic character.

We advise that the proposed external works will, due to their poor consideration for the historic and architectural character of 149 High Street West, inevitably also cause a considerable degree of harm to the Coatham Conservation Area. The historic character of 149 High Street contributes strongly to the overall character of the Coatham Conservation area, and we particularly highlight Coatham Conservation Area Appraisal chapter 5 which specifically states with concern that there has already been considerable harm from the 'erosion of architectural and historic features... [and] the addition of unsympathetic extensions.'

Loss of Historic Fabric and Planform

The Georgian Group is deeply concerned that the proposed scheme of works will result in the loss of a large quantity of historic fabric from 149 High Street West. We raise particular concern that unknown historic internal fixtures and fittings such as potential doors, chimneypieces, staircases, wall finishes, historic floorboards/floor finishes, and plasterwork may well be lost in the proposed works. We advise that historic internal fixtures and fittings are a valuable and irreplaceable heritage resource which should be conserved wherever possible.

We strongly advise, as above, that the applicant provides further information about the existing interior of the building to allow for an assessment to be made of the building's significance and the harm that the proposed works might cause to it.

The Group is also deeply concerned that the proposed works would result in the total loss of the existing historic planform for the building. Historic planform contributes considerable evidential and historic value to the overall significance of the building, and we advise that the loss of historic planform from 149 High Street West would cause significant harm to the building's special significance as a non-designated heritage asset. We strongly recommend that the applicant revises the proposed scheme of works to better preserve the historic planform of the building and thereby preserve and

enhance its significance. We particularly recommend that the historic room arrangement is preserved as far as possible.

The proposed extension to the rear of the building will likewise result in the loss of a significant quantity of historic fabric from the building's rear elevation, including loss of window openings. This will both significantly harm the legibility of the historic building and dramatically alter the building's historic character dominating and obscuring much of the eastern façade. We advise that this extension is reconsidered to be less impactful on the historic building.

Conclusion

When making a decision on planning applications affecting conservation areas, a local planning authority must pay special attention to preserving or enhancing the character or appearance of conservation areas. This obligation is found in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and applies to all decisions concerning conservation areas.

The Group recommend that 149 High Street West as valuable non-designated heritage asset with good surviving historic planform and considerable historic significance presents a strong opportunity for a conservation led regeneration scheme in line with Local Plan paragraph 8.8. We advise that historic and architectural interest in a building is a significant resource and that its loss is irreversible. We therefore recommend the applicant to revise their scheme to better conserve the historic character of the building as a valuable heritage asset.

The Georgian Group advises that the proposed scheme of works cumulatively has the potential to cause substantial harm to 149a/149b High Street West as a non-designated heritage asset, and therefore also cause substantial harm to the integrity and character of the wider Coatham Conservation Area. We therefore recommend that the applicant withdraws this proposal and revises it to consider and address the abovementioned concerns and objections. If the applicant is unwilling to do so, we recommend that Planning Permission is refused.

The Georgian Group would be pleased to meet with the applicant and LPA Conservation Officer to discuss the proposals in the interest of developing a sympathetic and sustainable future for the building.

06/10/2022

Thank you for reconsulting The Georgian Group on proposal R/2022/0447/CA to undertake a scheme of works at 149a and 149b High Street West, Coatham, Redcar. The Group advises that the submitted revisions fail to address the concerns set out by The Group in our letter of 23rd September 2022. We therefore maintain our strong objection to the scheme as having the potential to cause substantial harm to the building as a locally significant nondesignated heritage asset.

The Group directs the applicant to our former letter for details of our objections. We additionally echo and support all the comments offered by the LPA Conservation Officer in their letter of 6th October 2022.

We reproduce the conclusion from our previous letter here for clarity.

Conclusion

When making a decision on planning applications affecting conservation areas, a local planning authority must pay special attention to preserving or enhancing the character or appearance of conservation areas. This obligation is found in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and applies to all decisions concerning conservation areas.

The Group recommend that 149 High Street West as valuable non-designated heritage asset, with good surviving historic planform and considerable historic significance, presents a strong opportunity for a conservation led regeneration scheme in line with Local Plan paragraph 8.8. We advise that historic and architectural interest in a building is a significant resource and that its loss is irreversible. We therefore recommend the applicant to revise their scheme to better conserve the historic character of the building as a valuable heritage asset.

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Redcar and Cleveland Borough Council (Development Engineers) (14/03/2023)

Request that the applicant demonstrate where the existing 6 car parking spaces are and where they accessed from.

It is acknowledged that the applicant has shown sufficient parking for the ground floor flat and maisonette – 4 car park spaces in total for this element.

Redcar and Cleveland Borough Council (Conservation Officer)

24/05/2022

Objection as the proposal will result in unjustified substantial harm to a historically significant building that is considered to be a non-designated heritage asset. Policy HE2 of the adopted Local Plan requires that there must be demonstrable benefits outweighing that harm, though no such justification

is forthcoming and it is difficult to perceive of how that argument could be successfully made. The proposal will also cause harm to the character of the conservation area, the scheme being diametrically opposed to the aims of conservation area designation and in conflict with Policy HE1 of the adopted Local Plan, specifically criterion (a) which states that development must “respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;”.

149A/149B High Street West is a substantial and prominent Georgian building that illustrates the evolution of the settlement from a single row hamlet of diminutive cottages to a nascent Georgian visitor resort. Specifically referred to in the Coatham Conservation Area Appraisal, the “New Inn” was erected in the 1760s and is representative of initial moves by Charles Turner of Kirkleatham to promote Coatham as a health resort for visitors.

Whilst its classical Georgian character has been compromised by the roughcast render, later roof and shortened chimneys, it does have similarities in planform and elevations to GII listed Turners Arms outside Yearby, illustrating its connection to the Kirkleatham Estate. The use of the premises as accommodation is described in Hutton’s A Trip to Coatham published in 1810, which describes the views from the dining room and his interactions with other residents.

Whilst this application does not aim to demolish the historic building, the proposed substantial alterations will fundamentally harm its appearance. The window openings disrupt the classical proportions and the extra height, combined with the proposed finishes and details such as anodised aluminium casement windows completely obliterate any sense of its antiquated origins. Whilst the imposition of a modernist aesthetic damages its specific character, the proposal would also harm the conservation area and fails to demonstrate any consideration for the impact upon wider character. Chapter 5 of the Coatham Conservation Area Appraisal specifically mentions the harm already done by the “...erosion of architectural and historic features...” and “...the addition of unsympathetic extensions...” both of which would result from this development.

The alterations in floor heights and the internal layout along with removal of staircases would likely result in the loss of a substantial amount of historic fabric. It would also mean that a relatively rare typology reflecting a form of purpose built Georgian visitor accommodation, distinct from more typical historic inns, would also be lost. The building is not listed so a heritage statement is not required. However, a precautionary approach is suggested to be appropriate in order to ensure accordance with Policy HE2. An alternative proposal involving the restoration of the building and potential development of the rearward curtilage may be worth consideration and a pre-application discussion would be welcomed.

06/10/2022

Objection as despite the revisions the proposal is considered to harm the character of both the conservation area and the building itself, which is considered a non-designated heritage asset. The scheme therefore fails to comply with both policies HE1 and HE2 of the adopted Local Plan.

Impact on the Conservation Area

Policy HE1 requires that proposals within conservations preserve or enhance character and criterion a) is considered to be specifically relevant, in that it requires that development must:

“a. respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;”

It is considered that whilst the amended proposals are more effective in preserving at least the window proportions of the front and side elevations but the substantial alterations to the rear along with non-traditional detailing and materials throughout mean that particular policy requirement is not met. Proposed changes to the rear elevation are a modernist style, the proposed white render and expansive glazing redolent of the avant garde coastal mansions of southern California and entirely at odds with the building’s prominent location marking the north western boundary of Coatham Conservation Area.

Although the originality of that rear elevation is admittedly compromised with some former classically proportioned openings being infilled, the central pile disrupted by a Victorian extension and a Victorian era stable block constructed at the rear of the plot, it does still however retain a traditional outline and is obviously a substantial historic coastal building, one whose association with the sea was demonstrated in 1810’s A Trip to Coatham, with the dining room described as having: “a view of the Sea on one side, and a most delightful country on the other.” The Coatham Conservation Area Appraisal (2011) describes the character of the High St West area as being based on vernacular tradition and the contribution that this building makes on the approach to the conservation area from the coastal strip : “Here the eye is drawn by the 3-storey, former New Inn (Nos. 147 & 149). Despite the degradation of its classic Georgian detail in the mid-20th century, it is still a significant townscape building and a visual anchor in the streetscape, rising above the surrounding properties.”

The building should therefore be considered as a key element of the conservation area’s coastal façade, especially important in demonstrating the earlier origins of Coatham as the earlier seaward facing fisherman’s cottages have since been obscured by Victorian and early 20th century development. Whilst the proposal would have a lesser impact upon form and massing, the modern intrusive design of the northern elevation would act to effectively sever those historic associations and mean that the building is no longer readable as having historic origins.

Impact on the Non-Designated Heritage Asset

The building is also considered a non-designated heritage asset, its significance lying in its origins as a mid 18th century resort hotel and one whose continued presence may be unique. Policy HE2 directs that: “In determining applications that would result in substantial harm to, or the total loss of, a non-designated heritage asset or its setting, the applicant will be required to demonstrate that the benefits of the development would outweigh any harm or loss of the heritage asset, based on its significance.”

Whilst the exterior of the building is not entirely representative of its 18th century origins, the introduction of the large glazed gable, insertion of patio doors and addition of glazed balconies is entirely at odds with the Georgian character that remains beneath the current render, the proposals being harmful by visually detaching the building from its historic origins.

Further concerns relate to technical matters and it is noted that no information on potential structural impacts has been submitted. It has been explained during a site meeting that the eaves height would be increased using lightweight concrete block but it is not understood how that rigid material, in conjunction with the new roof timbers, would interact with the continual flex and movement of the original building which will not have rigid foundations. Similar concerns relate to the intrusive nature of the substantial alterations to the rear elevation, it assumably being necessary to introduce some engineering interventions to facilitate the removal of large sections of wall.

Conclusion

Overall, it is considered that the proposal fails to respect the requirements of Policy HE1, specifically by failing to respect historic character and associations along with the imposition of modernist aesthetic, with a corresponding severe negative impact on the conservation area. Specific harms mean a conflict with Policy HE2, with the proposals considered to result in a substantial negative impact to a non-designated heritage asset, in effect resulting in a near total loss of significance. Therefore, the scheme would be instrumental in both damaging a potentially unique building which is a key feature within the conservation area whilst also introducing an entirely anomalous and alien aesthetic to a primary visual introduction to the historic settlement.

16/02/2023

Objection as the proposed alterations to the front elevation are ultimately considered to detract from the original classical character of the building, thereby having a detrimental impact upon the character of the conservation area and failing to comply with policy HE1 of the adopted Local Plan, as outlined in the first response to this proposal.

Firstly, it is apt to establish the current situation regarding attempts to seek preservation of the Georgian fabric contained within the building, a process enabled via co-operation of the owners/applicants in allowing access for the

Local Authority and The Georgian Group for a building recording exercise. Nevertheless, a nomination for statutory designation via listing has been rejected and this consultation response is therefore restricted to matters affecting the exterior only.

Coatham Conservation Area consists of a mixture of built character, much of which is as a result of the mid 19th century expansion of Coatham and comprises typical and unremarkable Victorian terraces. It does however contain a few rare examples of historic significance appertaining to the earliest origins of the former fishing village. As well as the original fishermans cottages, these consist of a possible Elizabethan era warehouse with connections to the earliest industrial processes, a GII listed example of the Arts & Crafts movement by the renowned architect Philip Webb and the Georgian building subject to this application, at 149 High St West. 149 High Street West is a substantial and prominent mid 18th century building that forms the western boundary of the conservation area. Its presence illustrates the evolution of the settlement from a single row hamlet of diminutive cottages to a nascent Georgian visitor resort. Specifically referred to in the Coatham Conservation Area Appraisal, the “New Inn” was erected in the 1760s and is representative of initial moves by Charles Turner of Kirkleatham to promote Coatham as a health resort for visitors.*

The proposed interventions to the aesthetics of the building comprise of a number of different elements, some positive and some negative. The rearward extension, despite it dramatically changing the appearance of the seaward facing elevation, is anticipated to be a positive if executed correctly. The rear elevation is currently much compromised by ad-hoc infilled windows and a clumsy Victorian era extension, all finished in the current drab cementitious render which combined with the cement roof tiles results in a gloomy appearance. Whilst modern in style the rearward proposal re-introduces classical simplicity and a level of proportion to that façade. Its balanced uniformity would be effective in addressing the current lack of architectural cohesion that evidences the damaging evolutions the building has suffered since its mid Georgian glory days as a high end visitor hotel. The changes will similarly have a beneficial effect on this seaward introduction to the conservation area by returning a coherent façade to High St West, which since the introduction of mid-20th century housing on the northern side of the street has become remote from its coastal origins.

The problematic part of the proposal relates to the interventions on the southern elevation, which despite being compromised is the best preserved. The window apertures on the façade display a principle mid-18th century architectural feature known as “piano nobile”, where the first floor openings are taller than those at the ground and above thus drawing attention to that storey. The proposed alterations, consisting of re-positioning and shortening the first floor window openings in order to facilitate the insertion of new floors and dormer windows would result in a more vernacular everyday appearance, detracting from the elite pretensions of the building as well as the historic and aesthetic character so clearly displayed in that façade. The issue is compounded by the style of the proposed replacement windows which are

non-traditional, being modern aluminium bottom opening casements. The overall result is that any positive outcomes on this best preserved elevation are limited to roof tiles, better guttering, rectification of 2 ground floor doorways back into windows and a more aesthetically appropriate render finish, which are not considered to outweigh the proposal's fundamental harm to that street facing character. The loss of that representation of elite aesthetic character would therefore harm the significance of the wider conservation area by compromising a special, yet unlisted, building that contributes such substantial value.

CONSIDERATION OF PLANNING ISSUES

The main considerations in the assessment of the application are;

- The principle of development
- The impacts on the character and appearance of the area
- The impacts on neighbour amenity
- The impacts on highways safety

The principle of development

Policy SD2 seeks to direct development to the most sustainable areas within the borough. The application site is located within the development limits and Redcar is designated as being within the coastal classification of settlements. The policy aims to direct the majority of development to urban and coastal areas with 60% of development to be apportioned to such locations. Policy SD3 reflects this seeking to support development within the defined limits.

The application seeks a change of use of the dwelling types however the overall use would remain as residential. The principle of residential development in this location is considered acceptable and accords with policies SD2 and SD3 of the Redcar and Cleveland Local Plan.

Policy H5 relates to sub-division and conversion of buildings to residential use. The policy sets four criteria for when the conversion would be considered acceptable.

The proposal whilst consisting of an extension to the property to provide the proposed dwelling would require the reordering of the existing property and as such is considered to constitute a sub-division of the property. The proposal would result in the provision of three properties. This is not considered to materially affect the amenity of the occupants of that property or result in a notable effect on the type of accommodation offered in the locality. The proposal would have suitable accommodation available for the prospective occupants. As such it is considered that the proposal is acceptable in this regard with the requirements of criteria a and c of Policy H5 of the Redcar and Cleveland Local Plan. Criteria b and d of policy H5 will be addressed later in the report.

The impacts on the character and appearance of the area

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places General duty as respects conservation areas in exercise of local authorities in exercise of planning functions.

In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The NPPF provides at Paragraph 199 provides “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”.

Paragraph 200 provides that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting) should require clear and convincing justification...”

Paragraph 202 goes on to provide “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.”

Paragraph 203 states “. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”

Local Plan Policy HE1 when addressing the designated conservation areas provides:

Development within or otherwise affecting the setting of a conservation area will only be permitted where it preserves or enhances the character or appearance of the conservation area. Development must:

- a. respect existing architectural and historic character and associations by having regard to the positioning and grouping, form, scale, detailing of development and the use of materials in its construction;
- b. respect existing hard and soft landscaping features including areas of open space, trees, hedges, walls, fences, watercourses and surfacing and the special character created by them; and
- c. respect historic plot boundaries and layouts.

Criterion b of policy H5 requires that proposals not have an adverse impact upon local character.

Policy SD4 amongst other requirements at criteria J, K and L requires that proposals respect the character of the area and seek to improve the character and quality where possible along with being sustainable in design.

In this regard the proposal would result in notable alterations to the property with a large rear extension and alterations to the front to include the alterations of openings. This is where the objections of the conservation officer rest with concern over the window alteration at first floor. The remaining elements of the alterations / additions are considered to be of neutral or positive effect upon the property and the Conservation Area.

The alterations in the form of the window openings at first floor being reduced in depth and provided as an aluminium casement frame are in the Conservation Officer's opinion considered to be harmful to the building and therefore its contribution to the setting of the Conservation Area.

The property has been proposed to Historic England for consideration for listing and declined. As such the building has not designated heritage protection. The building is therefore considered to be a non designated Heritage Asset. The guidance within the NPPF para 203 states that "a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset". In considering the proposal as a whole there are benefits to the building and to the setting of the Conservation Area through the other elements of the proposal. As such it is ultimately considered that the level of harm of the proposal would be less than substantial against the property and therefore also against the setting of the Conservation Area. In line with paragraph 202 of the NPPF this harm should be weighed against the public benefits of the proposal. There are notable benefits of the reuse of the building and in the improvements noted by the Conservation Officer through the other elements of the development.

It is considered that on the whole the proposed development would bring into use the building for family properties within the Redcar urban area. Further benefits around the improvements to the property and its ongoing use are also noted. It is considered that these elements provide suitable justification to support the proposal as outlined at paragraph 202 of the NPPF.

The proposal is considered to be acceptable in this regard with policies HE1 and SD4 (J,K and L) of the Redcar and Cleveland Local Plan (2018) and the guidance provided with the NPPF and the Legislation of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

The impacts on neighbour amenity

Policy H5 Criterion B requires that proposals do not result in an adverse impact upon residential amenity. Policy SD4 criterion B requires that

proposals *will not have significant adverse impacts on the amenities of occupiers of existing or proposed nearby land and buildings.*

The proposal would provide for the alteration to the property to provide three number properties compared to the existing 8 flats. It is considered that this would be a reduction in potential impacts from activity and access and egress from the property. The proposal would require the extension and alteration to the property with a rear extension with roof terrace to the rear. Given the relationship to neighbours and the slight offset of the rear elevation against number 151 it is not considered that there would be significant effects of overlooking. The outlook to the rear would face toward the golf course and beach beyond again not posing significant effects of overlooking. The rear extension would not have such great massing due to separation to the boundary and the stepping element to the rear to have significant over shadowing or oppression upon neighbours. With good separation to the front and to neighbours to the opposite side on High Street West it is not considered that there would be any significant effects in those directions. The proposal is therefore considered to be acceptable in this regard with Policies SD4(B) and H5(B) of the Redcar and Cleveland Local Plan (2018).

The impacts on highways safety

Policy SD4 criterion P requires that proposals provide suitable and safe vehicular access and parking suitable for its use and location. Part d of policy H5 also requires that proposals would not give rise to conditions prejudicial to highways safety.

The proposal seeks to provide 4 parking spaces to the frontage of the property serving the ground floor flat and upper floor maisonette these would be accessed from High Street West with the parking to the rear for the dwelling remaining to be accessed from Majuba Road.

The access on High Street West would require a widening of the existing access and would need highways approval under their legislation.

Given the location and extent of parking proposed it is considered that the proposal is acceptable in this regard with policy SD4(p) and H5(d).

Other matters

The application falls outside of scope for requiring additional information / assessment in relation to nutrient neutrality due to the site draining to Marske Water Treatment Works.

The application raises no issues in terms of crime prevention and the application accords with part m of policy SD4 Redcar and Cleveland Local Plan.

The development site is within 6km of the revised Teesmouth and Cleveland Coast SPA and Ramsar Site. In line with policy N4 of the Redcar and

Cleveland Local Plan, development within 6km of the Teesmouth and Cleveland Coast SPA and Ramsar Site, that would result in a net increase in residential units, or other development that would lead to increased recreational disturbance of the site's interest features, will be expected to contribute towards strategic mitigation measures identified in the Recreation Management Plan. This is to ensure that adverse effects on the site's integrity can be avoided. As the proposal results in a reduction of the number of residential units a contribution is not considered to be necessary.

CONCLUSION

For the reasons outline above the proposal is considered acceptable. The application raises no issues in terms of neighbour amenity, highways safety or crime prevention. Given the location within the designated development limits the principle of residential development is acceptable. The sub division of the proposal raises no issues in terms of the impacts on dwelling mix in the area.

The comments and concerns from the conservation officer are noted however for the reasons outlined in the report and on balance the proposal would not have an adverse impact on the character and appearance of the area and would preserve the special character of the conservation area.

The proposal accords with policies SD1, SD2, SD3, SD4, H5, and HE1 of the Redcar and Cleveland Local Plan 2018 and with the guidance of the NPPF and requirements of Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

RECOMMENDATION

Taking into account the content of the report the recommendation is to:

GRANT PLANNING PERMISSION subject to the following conditions:

1. The development shall not be begun later than the expiration of THREE YEARS from the date of this permission.

REASON: Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
Site Layout Plan (referenced RV/FPA/007 received by the Local Planning Authority on 16.05.2022
Proposed floor plans and parking arrangements (referenced RV/FPA/004 (final)) received by the Local Planning Authority on 30.01.2023
Proposed floor plans and elevations (referenced RV/FPA/005 (final))received by the Local Planning Authority on 30.01.2023
Proposed floor plans and elevation (referenced RV/FPA/006 (final))received by the Local Planning Authority on 30.01.2023

REASON: To accord with the terms of the planning application.

3. Prior to the commencement of development a method statement for the removal of the existing render and details for the method of and final finish of the rendering of the property (including samples) shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

4. Prior to installation, full details, drawn at a scale of no less than 1:20, of the replacement windows showing profiles, sightlines, reveals and rebates shall be submitted to and approved in writing by the local planning authority. The development shall be completed in accordance with the approved details.

REASONS: To safeguard the special character of the conservation area as required by Policy HE1 of the adopted Local Plan.

5. Prior to the construction of the final surface treatment, for any hard surfaced areas, details of the materials to be used shall have first been submitted to, and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

REASON: To ensure that the appearance of the development would respect the site and the surroundings in accordance with policy SD4 of the Local Plan.

STATEMENT OF COOPERATIVE WORKING

Statement of Co-operative Working: The Local Planning Authority considers that the application as originally submitted did not meet with the local policies and guidance. Following discussions with the applicant / agent a satisfactory scheme has been negotiated.

INFORMATIVES

Informative Note: The applicant shall contact Engineering on 01287 612594 to discuss the provision of a permanent vehicular crossing.

Informative Note: At no point shall the adopted highway be blocked up without the prior consent of the Councils Engineering team who can be contacted on 01287 612536.

AGENDA ITEM 8

Application Number	Location	Proposal	Decision Date	Decision
R/2022/0918/FF	LAND OPPOSITE SUNDOWN NEW BROTTON BROTTON	USE OF LAND FOR SITING OF A LOG CABIN FOR HOLIDAY USE AND ASSOCIATED LANDSCAPING AND FENCING	20/02/2023	GRANT PLANNING PERMISSION
R/2022/0802/FF	REAR OF 60 STATION ROAD REDCAR TS10 1DU	CHANGE OF USE AND CONVERSION OF FIRST FLOOR OFFICE SPACE (USE CLASS E) INTO 10 BED HMO (USE CLASS SUI GENERIS) INCLUDING INSTALLATION OF FIRST FLOOR WINDOWS TO SIDE AND VELUX ROOFLIGHTS TO FRONT	20/02/2023	GRANT PLANNING PERMISSION
R/2022/1002/FF	4 SEMMERWATER GROVE REDCAR TS10 1JG	DEMOLITION OF EXISTING REAR EXTENSIONS; CONSTRUCTION OF TWO STOREY SIDE EXTENSION AND SINGLE STOREY EXTENSION AT REAR	21/02/2023	GRANT PLANNING PERMISSION
R/2023/0013/TC	7 LUNE STREET SALTBURN BY THE SEA TS12 1JU	FELL AND REMOVE 1 SYCAMORE TREE	21/02/2023	NO OBJECTIONS
R/2022/1007/FF	15 GYPSY LANE NUNTHORPE MIDDLESBROUGH TS7 0DX	PARTIAL DEMOLITION OF EXISTING DWELLING; ALTERATIONS AND EXTENSIONS TO CREATE TWO STOREY DETACHED DWELLING WITH INTEGRAL GARAGE INCLUDING RAISING RIDGE ROOF HEIGHT AND ROOF TERRACE AT REAR	21/02/2023	GRANT PLANNING PERMISSION
R/2023/0138/TC	PRIOR PURSGLOVE COLLEGE CHURCH WALK GUISBOROUGH TS14 6BU	5 DAY NOTICE TO FELL 1 DISEASED WEEPING BIRCH TREE	22/02/2023	NO FURTHER ACTION
R/2023/0004/FF	NUNTHORPE ACADEMY GUISBOROUGH ROAD NUNTHORPE MIDDLESBROUGH TS7 0LA	INSTALLATION OF MOBILE CLASSROOM	22/02/2023	GRANT PLANNING PERMISSION

R/2023/0005/CD	1 UPSALL HALL GARDENS MIDDLESBROUGH ROAD NUNTHORPE TS7 0PG	DISCHARGE OF CONDITIONS 4 (BOUNDARY TREATMENT); 5 (LAND CONTAMINATION); 6 (FINISHED FLOOR LEVELS); 7 (EXTERNAL MATERIALS); 8 (HARD SURFACE MATERIALS) AND 14 (LANDSCAPING SCHEME) OF PLANNING PERMISSION R/2017/0546/FF FOR A HYBRID APPLICATION FOR CONVERSION AND CHANGE OF USE OF VACANT EDUCATIONAL CENTRE INTO DWELLINGHOUSE; CONVERSION OF VACANT TRAINING WORKSHOPS (FORMER STABLES) INTO DWELLINGHOUSE AND OUTLINE APPLICATION FOR DEMOLITION OF EXISTING WALLED GARDEN; GLASSHOUSES AND CAFE AND DEVELOPMENT OF 6 DETACHED DWELLINGHOUSES	23/02/2023	CONDITION DISCHARGE GRANTED
R/2023/0077/SC	LAND WEST OF ARGYLE ROAD GRANGETOWN	SCREENING OPINION FOR PROPOSED ERECTION OF A SEN FREE SCHOOL (TO BE KNOWN AS 'RIVER TEES ACADEMY GRANGETOWN') (USE CLASS F1(A)) WITH ASSOCIATED ACCESS, INFRASTRUCTURE, PARKING AND LANDSCAPE WORKS	23/02/2023	EIA NOT REQUIRED
R/2023/0015/AD	SALTBURN CRICKET BOWLS AND TENNIS CLUB MARSKE MILL LANE/MARKSE ROAD JUNCTION SALTBURN BY THE SEA TS12 1HJ	RENTENTION OF 4 NON-ILLUMINATED HOARDINGS ON EXISTING FENCING	23/02/2023	WITHDRAWN
R/2023/0049/HN	30 SYCAMORE CRESCENT TEESVILLE MIDDLESBROUGH TS6 0BW	SINGLE STOREY EXTENSION AT REAR EXTENDING 6.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.40 METRES; HEIGHT TO EAVES 2.48 METRES	23/02/2023	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2023/0048/TC	LAND ADJACENT TO KEMPLAH HOUSE WESTGATE GUISBOROUGH	FELL AND REMOVE 5 BIRCH TREES; 1 APPLE TREES AND 1 HAWTHORN HEDGE	23/02/2023	NO OBJECTIONS
R/2023/0041/FFM	BARNS FARM SALTBURN ROAD BROTON SALTBURN BY THE SEA TS12 2QS	CHANGE OF USE OF AGRICULTURAL LAND TO CARAVAN PARK (10 HARDSTANDINGS) TOGETHER WITH NEW VEHICULAR ACCESS AND ASSOCIATED CAR PARKING	24/02/2023	WITHDRAWN

R/2022/0964/FF	113 ORMESBY BANK ORMESBY MIDDLESBROUGH TS7 9HL	DEMOLITION OF EXISTING GARAGE/OUTBUILDING; ERECTION OF DETACHED GRANNY ANNEX	28/02/2023	GRANT PLANNING PERMISSION
R/2022/0988/FF	24 MONTROSE STREET SALTBURN BY THE SEA TS12 1LH	SINGLE STOREY REAR EXTENSION, RE- ROOFING AND RENDER TO REAR ELEVATION	28/02/2023	GRANT PLANNING PERMISSION
R/2023/0071/TC	38 MARSKE MILL LANE SALTBURN BY THE SEA TS12 1HR	FELL 2 LABURNUM, 1 PURPLE LEAF PLUM, 1 PINE, 1 WILLOW AND 1 SORBUS; PRUNE 3 APPLE TREES AND 1 PLUM TREE	28/02/2023	NO OBJECTIONS
R/2023/0072/TC	77 HIGH STREET BROTTON SALTBURN BY THE SEA TS12 2PX	FELL AND REMOVE 1 CHERRY TREE	28/02/2023	NO OBJECTIONS
R/2022/0991/FF	SAINSBURY'S 1 EMBLETON COURT REDCAR TS10 2RF	REPLACEMENT AND IMPLEMENTATION OF AIR- HANDLING UNIT AND REFRIGERATION PLANT INCLUDING PLANT ENCLOSURE (2.4M HEIGHT)	01/03/2023	GRANT PLANNING PERMISSION
R/2022/0968/FF	CLEVELAND GOLF CLUB MAJUBA ROAD REDCAR TS10 5BJ	PROPOSED EXTENSION WITH BALCONY ABOVE	01/03/2023	GRANT PLANNING PERMISSION
R/2023/0066/FF	34 WHITE STONE CLOSE REDCAR TS10 2PS	SINGLE STOREY SIDE EXTENSION	01/03/2023	GRANT PLANNING PERMISSION
R/2023/0016/CL	26 FIR RIGG DRIVE MARSKE BY THE SEA REDCAR TS11 6BZ	LAWFUL DEVELOPMENT CERTIFICATE FOR PROPOSED REPLACEMENT PORCH AND CONSTRUCTION OF DORMER LOFT CONVERSION	01/03/2023	REFUSE CERTIFICATE OF LAWFULNESS
R/2020/0025/RMM	LAND TO THE SOUTH OF MARSKE BY THE SEA BOUNDED BY LONGBECK ROAD, A1085 AND A174 REDCAR	RESERVED MATTERS APPLICATION (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) FOR RESIDENTIAL DEVELOPMENT OF 810 DWELLINGS AND CONVENIENCE STORE, PRIMARY SCHOOL, CHILDRENS DAY NURSERY, GP SURGERY/PHARMACY, COMMUNITY HALL, PETROL FILLING STATION, DRIVE THRU RESTAURANT, PUBLIC HOUSE AND HOTEL FOLLOWING APPROVAL ON APPEAL OF OUTLINE PLANNING PERMISSION R/2013/0669/OOM	02/03/2023	GRANT RESERVED MATTERS

R/2023/0053/F3	GRASSED AREA AT CORNER OF NORMANY ROAD AND FABIAN ROAD NORMANBY	INSTALLATION OF A STEEL SCULPTURE/ ARTWORK SIGN TO SHOW WHERE THE TEESVILLE AREA	02/03/2023	GRANT DEEMED CONSENT
R/2022/0816/FFM	LAND TO EAST FORMER STEEL HOUSE AND NORTH OF A1085 TRUNK ROAD REDCAR	FORMATION OF HARDSTANDING, BUILDINGS, ACCESS ROADS FROM A1085 TRUNK ROAD, ASSOCIATED FACILITIES AND LANDSCAPING WORKS IN ASSOCIATION WITH THE CREATION OF A PARK AND RIDE FACILITY	02/03/2023	GRANT PLANNING PERMISSION
R/2023/0030/FF	20 HUNLEY CLOSE BROTTON SALTBURN BY THE SEA TS12 2UQ	SINGLE STOREY EXTENSION TO REAR	02/03/2023	GRANT PLANNING PERMISSION
R/2022/1003/FF	UNIT K CLEVELAND RETAIL PARK TRUNK ROAD SOUTH BANK REDCAR AND CLEVELAND	INSTALLATION OF PLANT EQUIPMENT AT REAR	02/03/2023	GRANT PLANNING PERMISSION
R/2023/0006/CD	LIDL LAND AT REDCAR RACECOURSE THRUSH ROAD REDCAR TS10 2BY	DISCHARGE OF CONDITION 3 (MATERIALS) OF PLANNING PERMISSION R/2022/0465/FFM FOR ERECTION OF A NEW DISCOUNT FOODSTORE (USE CLASS E) WITH NEW VEHICLE ACCESS, CAR PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS	02/03/2023	CONDITION DISCHARGE GRANTED
R/2023/0052/F3	ROUNDAABOUT AT REDCAR ROAD AND GREENSTONES ROAD REDCAR	INSTALLATION OF A 1.54M HIGH SCULPTURE	02/03/2023	GRANT DEEMED CONSENT
R/2023/0075/AD	WOODCROSS GATE RESIDENTIAL DEVELOPMENT LAND OFF WHINFELL DRIVE AND ADJOINING A174 PARKWAY FLATTS LANE NORMANBY	PROVISION OF 2(NO) MONOLITH SIGNS; 1(NO) TOTEM SIGN; 3(NO) FLAG & POLES; 6(NO) BOLLARD LIGHTING AND 1(NO) FENCE PANEL SIGN	03/03/2023	APPROVE ADVERT CONSENT
R/2023/0131/CL	POD A CLEVELAND RETAIL PARK TRUNK ROAD SOUTH BANK MIDDLESBROUGH TS6 6UX	LAWFUL DEVELOPMENT CERTIFICATE TO OPERATE THE EXISTING UNIT UNDER CLASS E FROM 1 SEPTEMBER 2020	03/03/2023	GRANT CERTIFICATE OF LAWFULNESS

R/2023/0096/NM	LAND SOUTH OF REDCAR ROAD NORTH OF 21-77 SOUTH TERRACE SOUTH BANK	NON-MATERIAL AMENDMENT OF PLANNING PERMISSION R/2020/0489/FFM TO AMEND THE 1800MM HIGH BRICKWORK WALL TO THE FRONT OF PLOT 26 FOR A 1200MM HIGH METAL RAILING	03/03/2023	NON MATERIAL AMENDMENT APPROVE
R/2023/0029/CD	REDCAR RACECOURSE THRUSH ROAD REDCAR TS10 2BY	DISCHARGE OF CONDITIONS 5 (DRAINAGE LAYOUT); 6 (SURFACE WATER DRAINAGE); 7 (CONSTRUCTION WATER MANAGEMENT PLAN) & 8 (MAINTENANCE SCHEDULE) FOR PLANNING APPROVAL R/2022/0465/FFM - ERECTION OF A NEW DISCOUNT FOODSTORE (USE CLASS E) WITH NEW VEHICLE ACCESS, CAR PARKING, LANDSCAPING AND OTHER ASSOCIATED WORKS	03/03/2023	CONDITION DISCHARGE GRANTED
R/2023/0061/PN	GRANGETOWN PRIMARY SCHOOL ST GEORGES ROAD WEST GRANGETOWN MIDDLESBROUGH TS6 7JA	PRIOR NOTIFICATION UNDER SCHEDULE 2 PART 14 CLASS J OF THE TOWN & COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 (AS AMENDED) FOR PROPOSED INSTALLATION OF 224 ROOF MOUNTED SOLAR PV PANELS	07/03/2023	PRIOR APPROVAL NOT REQUIRED
R/2023/0023/FF	4 GRENVILLE CLOSE MARSKE BY THE SEA REDCAR TS11 7JD	PITCH ROOF TO EXISTING FRONT DORMER AND EXISTING SINGLE STOREY FRONT EXTENSION	07/03/2023	GRANT PLANNING PERMISSION
R/2022/0960/CA	53 HIGH STREET MARSKE BY THE SEA REDCAR TS11 6JQ	DEMOLITION OF EXISTING SINGLE STOREY REAR EXTENSION; PROPOSED SINGLE STOREY EXTENSION AT REAR; BLOCKING UP OF EXTERNAL REAR DOOR; RE-ROOFING OF MAIN DWELLING AND INTERNAL ALTERATIONS	07/03/2023	GRANT PLANNING PERMISSION
R/2023/0056/TC	153 HIGH STREET MARSKE BY THE SEA TS11 7LN	FELLING OF A CHERRY TREE	07/03/2023	NO OBJECTIONS
R/2022/0961/LB	53 HIGH STREET MARSKE BY THE SEA REDCAR TS11 6JQ	LISTED BUILDING CONSENT FOR DEMOLITION OF EXISTING SINGLE STOREY REAR EXTENSION; PROPOSED SINGLE STOREY EXTENSION AT REAR; BLOCKING UP OF EXTERNAL REAR DOOR; RE-ROOFING OF MAIN DWELLING AND INTERNAL ALTERATIONS	07/03/2023	GRANT LISTED BUILDING CONSENT

R/2022/0908/FF	43 SEVERN DRIVE GUISBOROUGH TS14 8AT	TWO STOREY EXTENSION AT REAR AND INSTALLATION OF ROOF LIGHT TO EXISTING SOUTH EAST FACING ROOF SLOPE	07/03/2023	GRANT PLANNING PERMISSION
R/2023/0079/TC	1A GREEN ROAD SKELTON-IN-CLEVELAND SALTBURN BY THE SEA TS12 2BQ	PRUNING WORKS TO 2 BEECH TREES, 1 WILLOW TREE AND 2 BIRCH TREES	07/03/2023	NO OBJECTIONS
R/2023/0031/CD	LAND EAST OF DOCKSIDE ROAD SOUTH BANK	DISCHARGE OF CONDITION 3 (CEMP) FOR PLANNING APPROVAL R/2021/0754/FFM - PROPOSED NEW ACCESS ROAD	07/03/2023	CONDITION DISCHARGE GRANTED
R/2023/0022/PN	CSG LIMITED HOLDEN CLOSE GRANGETOWN MIDDLESBROUGH TS6 7AL	PRIOR NOTIFICATION UNDER SCHEDULE 2 PART 14 CLASS J OF THE TOWN & COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 2015 (AS AMENDED) FOR PROPOSED INSTALLATION OF ROOF MOUNTED SOLAR PV PANELS TO WASTE MANAGEMENT BUILDING	07/03/2023	PRIOR APPROVAL NOT REQUIRED
R/2023/0113/HN	7 ST HELENS WALK LIVERTON MINES SALTBURN BY THE SEA TS13 4QW	DEMOLITION OF EXISTING REAR OUTBUILDING; SINGLE STOREY EXTENSION AT REAR EXTENDING 6.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.32 METRES; HEIGHT TO EAVES 2.40 METRES	08/03/2023	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2020/0368/CD	LAND TO THE SOUTH OF MARSKE BY THE SEA BOUNDED BY LONGBECK ROAD, A1085 AND A174 MARSKE BY THE SEA	DISCHARGE OF CONDITIONS 4, 7, 8, 10, 14, 15, 16, 17, 23 & 26 OF APPEAL DECISION APP/V0728/W/15/3134502 FOR 821 DWELLING SCHEME WITH ANCILLARY USES, NEIGHBOURHOOD CENTRE, PETROL FILLING STATION, DRIVE THRU RESTAURANT, PUB/RESTAURANT, 60 BED HOTEL AND CAR PARKING WITH DETAILS OF ACCESS	08/03/2023	WITHDRAWN
R/2023/0089/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 23 (FENCING AND OTHER MEANS OF ENCLOSURE FOR ONSHORE WORKS) IN RELATION TO STAGE 15 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE	09/03/2023	CONDITION DISCHARGE GRANTED

		A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)		
R/2022/0954/CA	21A YEARBY ROAD YEARBY REDCAR TS11 8HF	REPLACE FRONT DOOR WITH TIMBER DOOR, REPLACE 4NO. EXISTING TIMBER WINDOWS WITH SLIMLINE DOUBLE GLAZED UPVC SLIDING SASH WINDOWS	09/03/2023	GRANT PLANNING PERMISSION
R/2022/0955/FF	1 UPSALL GRANGE GARDENS NUNTHORPE MIDDLESBROUGH TS7 0AX	DETACHED GARAGE/STORE WITH EXTERNAL RENDER	09/03/2023	GRANT PLANNING PERMISSION
R/2023/0090/CD	LAND ALONG THE DOGGER BANK C OFFSHORE WIND FARM CABLE CORRIDOR, FROM THE DOGGER BANK C ONSHORE CONVERTER STATION SOUTH OF WILTON INTERNATIONAL UP TO LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 21 (WRITTEN LANDSCAPING SCHEME) IN RELATION TO STAGE 15 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	09/03/2023	CONDITION DISCHARGE GRANTED
R/2022/0857/CD	BRITISH STEEL (SPECIAL PROFILES) BEACH ROAD SKINNINGROVE	DISCHARGE OF CONDITIONS 3 (LLFA1 - PRE COMMENCEMENT), 5 (LLFA3) AND 7 (ASBESTOS) OF PLANNING PERMISSION R/2022/0150/FFM FOR THE ERECTION OF TWO STOREY OFFICE BLOCK, 2 SINGLE STOREY INDUSTRIAL BUILDINGS AND EXTENSION TO EXISTING WAREHOUSE INCLUDING TRAILER/LORRY PARKS, LANDSCAPING AND 2.4M HIGH PERIMETER FENCING	09/03/2023	CONDITION DISCHARGE GRANTED
R/2022/0762/VC	14 - 26 HIGH STREET SKELTON-IN-CLEVELAND SALTBURN BY THE SEA TS12 2ED	VARIATION OF CONDITION 6 OF PLANNING PERMISSION R/2002/0937/CA TO CHANGE FROM TIMBER WINDOWS AND DOORS TO UPVC WINDOWS AND DOORS	09/03/2023	GRANT PLANNING PERMISSION
R/2022/1015/LB	WATERFALL FARM WHITBY LANE GUISBOROUGH TS14 6PU	LISTED BUILDING CONSENT FOR EXTERNAL AND INTERNAL ALTERATIONS (AMENDED SCHEME UNDER LISTED BUILDING CONSENT R/2015/0587/LB)	10/03/2023	GRANT LISTED BUILDING CONSENT

R/2022/1014/FF	WATERFALL FARM WHITBY LANE GUISBOROUGH TS14 6PU	CHANGE OF USE FROM APPROVED HOTEL USE (CLASS C1) TO INDIVIDUAL UNITS FOR RETAIL/OFFICES/ADMINISTRATION AND ARTISAN WORKSHOPS (CLASS E) (AMENDED SCHEME UNDER PLANNING PERMISSION R/2015/0586/FF)	10/03/2023	GRANT PLANNING PERMISSION
R/2023/0084/TC	1 SIR WILLIAM TURNERS HOME KIRKLEATHAM LANE KIRKLEATHAM REDCAR TS10 4QT	CROWN REDUCTION OF 1 WILLOW TREE (T2)	10/03/2023	NO OBJECTIONS
R/2023/0155/LAC	GISBOROUGH HALL HOTEL WHITBY LANE GUISBOROUGH TS14 6PT	FELLING OF 19 LEYLANDI TREES	10/03/2023	No Comment
R/2023/0085/TC	GISBOROUGH HALL HOTEL WHITBY LANE GUISBOROUGH TS14 6PT	FELLING OF 19 LEYLANDII TREES	10/03/2023	NO OBJECTIONS
R/2023/0009/FF	2 CORAL WAY REDCAR TS10 2JP	DEMOLITION OF EXISTING DETACHED GARAGE; PROPOSED TWO STOREY SIDE EXTENSION AND SINGLE STOREY REAR EXTENSION	10/03/2023	GRANT PLANNING PERMISSION
R/2023/0026/FF	18 FLATTS LANE DRIVE NORMANBY MIDDLESBROUGH TS6 0PR	SINGLE STOREY EXTENSION TO REAR WITH PITCH ROOF OVER	13/03/2023	GRANT PLANNING PERMISSION
R/2023/0093/NM	FLAT 5 TOWER COURT GLENSIDE SALTBURN BY THE SEA TS12 1JS	NON-MATERIAL AMENDMENT TO PLANNING PERMISSION R/2020/0667/CA FOR THE ADJUSTMENT TO WINDOW AND DOOR OPENINGS TO REAR SERVING BEDROOM 2 AND EN-SUITE; REPLACEMENT OF DAMAGED RENDER TO REAR ELEVATION AND ALTERATION TO EXISTING EXTERNAL DRAINAGE PIPE WORK TO REAR	13/03/2023	NON MATERIAL AMENDMENT APPROVE
R/2023/0083/HR	LAND EAST AND WEST OF SOUTH TOWN LANE BETWEEN FIELDS NO. 1869 AND 8762 SOUTH LOFTUS LOFTUS	HEDGEROW REMOVAL NOTICE	16/03/2023	HEDGEROW RETENTION NOTICE

R/2022/0915/FF	19 QUEEN STREET REDCAR TS10 1AB	CHANGE OF USE AND CONVERSION FROM LAW FIRM (CLASS E) TO RETAIL UNIT (CLASS E) AND 4(NO) SELF-CONTAINED RESIDENTIAL FLATS, INCLUDING DORMER WINDOWS TO FRONT AND REAR AND TWO STOREY AND SINGLE STOREY EXTENSION TO REAR	16/03/2023	GRANT PLANNING PERMISSION
R/2023/0044/FF	15 QUEENSBURY CLOSE REDCAR TS10 4QA	ATTACHED NEW GARAGE AT SIDE; REPLACEMENT OF GROUND FLOOR WINDOWS AT FRONT; PART SINGLE / PART TWO STOREY EXTENSION AT REAR; RENDERING ALL EXTERNAL ELEVATIONS AND CEDAR CLADDING TO EXISTING DORMER AT FRONT	16/03/2023	GRANT PLANNING PERMISSION
R/2023/0087/CD	LAND ALONG THE DOGGER BANK C AND SOFIA OFFSHORE WIND FARMS CABLE CORRIDOR BETWEEN LANDFALL NEAR MARSKE BY THE SEA AND LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 28 (CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN) FOR STAGE 15 OF THE ONSHORE WORKS FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL PLANNING DESCRIPTION OF THE AUTHORIZED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED).	17/03/2023	CONDITION DISCHARGE GRANTED
R/2023/0008/FF	38 STIRLING ROAD REDCAR TS10 2JZ	SINGLE STOREY FRONT EXTENSION, REMOVAL OF CHIMNEY, SINGLE STOREY REAR EXTENSION, REPOSITION REAR WINDOW IN LIEU OF KITCHEN ACCESS DOOR	17/03/2023	GRANT PLANNING PERMISSION
R/2022/0889/FF	CHARNWOOD STOKESLEY ROAD GUISBOROUGH TS14 8DL	PARTIAL DEMOLITION OF SINGLE STOREY EXTENSION AT SIDE, REPLACE WITH TWO STOREY SIDE EXTENSION, FIRST FLOOR EXTENSION AT SIDE, ROOF TO PORCH AT FRONT, FIRST FLOOR BALCONIES AT REAR, ALTERATIONS TO WINDOWS AND DOORS AND RENDER/CLADDING TO SIDE	17/03/2023	GRANT PLANNING PERMISSION

R/2023/0140/HN	37 TUNSTALL GARDENS REDCAR TS10 2TR	DEMOLITION OF EXISTING GARDEN ROOM REPLACE WITH SINGLE STOREY EXTENSION AT REAR EXTENDING 6.00 METRES BEYOND THE REAR WALL OF THE ORIGINAL HOUSE; MAXIMUM HEIGHT 3.29 METRES; HEIGHT TO EAVES 3.00 METRES	17/03/2023	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2023/0097/FF	LOFTUS LEISURE CENTRE DEEPDALE ROAD LOFTUS SALTBURN BY THE SEA TS13 4RS	PROVISION OF EXTERNAL STORE	17/03/2023	GRANT PLANNING PERMISSION
R/2023/0091/CD	DOGGER BANK WIND FARM C ONSHORE CONVERTER STATION (OCS) AND ASSOCIATED WORKS NEAR LACKENBY NATIONAL GRID SUBSTATION	SUBMISSION OF DETAILS FOR REQUIREMENT 25 (SURFACE AND FOUL WATER DRAINAGE) IN RELATION TO STAGE 15 FOR TWO OFFSHORE WIND TURBINE GENERATING STATIONS AND ASSOCIATED INFRASTRUCTURE IN THE DOGGER BANK ZONE AND THE BOROUGH OF REDCAR AND CLEVELAND. THE FULL DESCRIPTION OF THE AUTHORISED DEVELOPMENT IS SPECIFIED IN PART 1 OF SCHEDULE 1 OF THE DOGGER BANK TEESIDE A AND B OFFSHORE WIND FARM ORDER 2015 (AS AMENDED)	17/03/2023	CONDITION DISCHARGE GRANTED

Schedule of appeals

Reference Number	Site	Description	Decision	Date of Planning Decision	Appeal start date	Appeal method	Appeal decision	Date of Appeal Decision
R/2022/0020/CA	Badgers Restaurant, Church Street, Guisborough	Installation of an external flue ventilation system with brick effect flue cover at rear (part retrospective)	Refused	18/08/2022	08/11/2022	Written representations		
R/2022/0455/FF	10 St Ives Close, Redcar	Demolition of existing rear conservatory; proposed first floor side extension including porch to front; single storey rear extension	Refused	21/10/2022	13/12/2022	Written representations		
R/2022/0744/FF	12 Coach Road, Brotton	Single storey extension to side / rear with extended roof canopy to front with dwarf wall; render finish and bi fold doors to rear	Refused	30/11/2022	09/01/2023	Written representations		
R/2022/0835/RT	2 Swallow Close Guisborough TS14 8HL	Single storey rear extension, alterations to windows and doors including double doors in lieu of window	Refused	20/12/2022	25/01/2023	Written representations		

		at front and render to side elevation (part retrospective)						
R/2022/0821/FF	6 Rosedale Crescent Guisborough TS14 8HZ	Proposed fence to boundary	Refused	14/12/2022	06/02/2023	Written representations		
R/2022/0605/PNC	The barn and land off Redcar Road Marske	Prior approval for the proposed change of use and conversion of existing portal framed agricultural building into residential dwellings (five units) (Class C3) to form a 'terrace' including hard standing parking spaces (resubmission)	Prior Notification Refused	13/09/2022	14/02/2023	Written representations		

Schedule of enforcement actions

Reference	Address	Breach of Planning Control	Authorised Date	Enforcement Action	Remarks
E0134/2020	19 Milton Street and 2 Pearl Street, Saltburn, TS12 1DJ	A number of timber sliding sash window frames have been replaced for inappropriate plastic windows. The works that have taken place have an adverse impact on Saltburn's Conservation Area.	Development Services Manager on 25 th November 2020.	Served Enforcement Notice on 25 th November 2020	With Development Services Manager
E0212/2020	1 MILBANK STREET SOUTH BANK TS6 6DD	Building Adversely Affecting the Amenity of the Neighbourhood.	Head of Planning and Development on 6 th January 2022.	Served S215 Notice on 6 th January 2022.	With Legal Services.
E0014/2021	40 Pearl Street, Saltburn, S12 1DU.	Without planning permission, the unauthorised replacement of three sliding sash wooden windows and two bay wooden windows on the front elevation.	Head of Planning and Development on 2 nd September 2021	Served Enforcement Notice on 6 th March 2022	With Development Services Manager
E0135/2020	4 (plot 4) Serenity Hollow, Boosbeck, TS12 3DL	Planning condition[s] have not been complied with the relevant planning permission granted by the Council on 28 th October 2021 for a detached	Development Services Manager on 3 rd March 2022.	Served Breach of Condition Notice on 3 rd March 2022.	Trial 5 th May 2023.

		dwellinghouse (part retrospective) reference number R/2021/0245/FF.			
E0110/2022	Former Bus Station, High Street, Redcar, TS10 3AW	Building/Land Adversely Affecting the Amenity of the Neighbourhood.	Development Services Manager on 8 th November 2022.	Served S215 Notice on 8 th November 2022.	Compliance date 9 th January 2023. Complied in part. To monitor.
E0152/2022	8 SEMMERWATER GROVE, REDCAR, TS10 1JG	Without planning permission, the unauthorised positioning of a static caravan within the garden of a dwellinghouse on the side boundary.	Development Services Manager on 20 th December 2022.	Served Enforcement Notice on 20 th December 2022	With Development Services Manager.

Section 106 Agreements currently under negotiation.

Application Number	Application site	Head of terms	Agreement Stage
R/2018/0621/OOM	Land off Nightingale Road, Guisborough	1. Provision of on-site affordable housing 2. Commuted sum towards special educational needs capacity of £79,372	Awaiting draft
R/2022/0670/FFM	Yew Tree Care Centre	1. Commuted sum towards NHS provision £4,830	Awaiting draft

Redcar and Cleveland Borough Council

APPLICATIONS FOR DEEMED CONSENT

29/03/2023

Application Number: **R/2023/0035/CA**

Proposal: EXTERNAL AND INTERNAL ALTERATIONS TO EXISTING PUBLIC TOILET BLOCK INCLUDING HANDRAILS AND ACCESS RAMP

Location: BELLAMY PAVILION KIRKLEATHAM HALL MUSEUM KIRKLEATHAM

GRANT DEEMED CONSENT

Member Report - For Information

Authority's Monitoring Report 2021/22



Public

To:	Regulatory Committee	Agenda Date:	20 March 2023
		Committee:	29 March 2023
From:	Corporate Director for Growth, Enterprise & Environment	Decision type:	For Information
Portfolio:	Economic Development	Forward Plan Reference:	
Priority:	All Priorities		

1. Summary of Report

- 1.1 The Authority's Monitoring Report (AMR) assesses the implementation of the Local Development Scheme and the extent to which the policies set out within Local Development Documents (Redcar & Cleveland Local Plan and the Tees Valley Joint Mineral and Waste Development Plan Documents) are being achieved. This report provides a summary of the findings and covers the period from April 2021 to March 2022.

2. What are the objectives of the report and how do they link to the Council's priorities?

- 2.1 Under the requirements of the Planning and Compulsory Purchase Act 2004, the Council is required to prepare a report containing information on the implementation of the Local Development Scheme and the extent to which the policies set out within our Local Development Documents are being achieved. The adopted Local Plan, and the Minerals and Waste DPDs, specify a number of monitoring indicators which form the basis of the AMR.
- 2.2 The implementation of the policies within the Local Plan, and the Tees Valley Joint Minerals and Waste Development Plan Documents, support a number of priorities of the Corporate Plan, including tackling climate change and enhancing the local environment and improving the physical appearance of the borough and enhancing prosperity. The AMR ensures that the aims of development plan policies are being achieved and helps identify if a review of policy, or other measures identified in the development plan, are necessary.

3. Background and Detail

Implementation of Local Development Scheme

- 3.1 Performance is measured against the LDS that was published in November 2016. Following examination hearing sessions which were then held during September and October 2017, the Inspector's Report was received by the Council in March 2018 and the Local Plan was adopted by the Council in May 2018.

Sustainability and Design

- 3.2 The Local Plan aims to locate development in the most sustainable locations with the best access to facilities and services. It seeks to focus development in the urban and coastal areas which contain the majority of the borough's population, have good transport connections, good access to employment and the largest range of services. Where development takes place in the rural areas it aims to focus this in Guisborough and the East Cleveland Towns.
- 3.3 During the monitoring period 78% of housing development was in the main urban and coastal area (an increase from 62% in 2020/21); 11% of development took place in the rural area and 11% in Guisborough. Completed employment development (with outstanding planning permission) was located 31% in the urban/coastal area. Employment development was 31% (gross floorspace) on previously developed land (South Bank) and 69% on greenfield (Skelton Trading Estate). 95% (20 of 21) of employment applications (B1/B2/B8) were in the urban and coastal area, with one proposal in Guisborough.
- 3.4 In 2021/22 there were 32 applications granted planning permission outside of development limits. Policy SD3 sets out criteria as to what development will be restricted to, outside of development limits. Of the 32 applications:
- 5 were permitted under criteria (a) an appropriate diversification or expansion of an existing agricultural or forestry activity;
 - 5 were permitted under criteria (b) a recreation or tourism proposal requiring a countryside location, including two that also complied with (k-m) conversion/ change of use.
 - 1 was permitted under criteria (c) facilities essential to social and community needs;
 - 1 was permitted under criteria (d) construction of an agricultural workers dwelling with associated parking;
 - 2 were permitted under criteria (e) other development requiring a countryside location due to technical or operational reasons;
 - 13 were permitted under criteria (g) a suitably scaled extension to an existing building. One of these was a residential garden curtilage extension. One of these also complied with criteria (c) for essential social/ community facilities.
 - 3 were permitted under criteria (k-m) conversion/ change of use. Two of these were also in accordance with policy H5 sub-division and

conversion of buildings to residential use. One further complied with criteria (h) ensuring the conservation and enhancement of significant historical assets;

- 2 were either an amendment or reserved matters application, with the principle of development under SD3 already being decided in a previous monitoring year.

3.5 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.

3.6 Three renewable energy related schemes were approved in the monitoring year; one application for a solar covered car parking port, a residential scheme and an industrial development included renewable energy generation. 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.

Economic Development

3.7 In the previous monitoring year, approximately 428ha (gross) of employment land was available within the borough, excluding small areas (approximately 5ha). The majority of available land 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.

3.8 Available employment land was increased by 47.41ha, comprising permission for 43.51ha on part of the Long Acres site (r/2020/0822/ESM) and an extension of Skippers Lane Industrial Estate (R/2021/0528/F3M) at 3.9ha.

3.9 Approximately 55.05ha of available employment land was permissioned for development in employment uses:

- Long Acres, Teesworks (R/2022/0822/ESM) 23.54ha (total site 67.05ha)
- SK Chilled Foods, South Bank (R/2021/0202/FFM) 4.45ha
- Imperial Avenue, South Bank (R/2021/0281/FFM) 3.83ha
- Longbeck Trading Estate, Marske (R/2021/0386/RS) 3.26ha

3.10 This results in the amount of available employment land (ED1) as 424.2(ha), similar to the total of 428ha in the previous monitoring year. New employment permissions adjacent to the safeguarded employment land almost offset available land permissioned for development.

3.11 Permission was also granted for B2/B8 uses on the 133.5ha Teesworks Foundry site and 2.97ha at South Bank, Teesworks. However, both these permissions

were already on land developed for industry.

- 3.12 During the monitoring period two outstanding permissions for employment use were completed, an extension to the Britannia House site on John Boyle Road, South Bank (0.15ha) and Skelton Trade Park at Pheasant Fields Lane, Skelton (5.02ha). This resulted in 5.17ha of employment land developed for 2021/22 (ED2), very similar to the 5.15ha developed in the previous year 2020/21. This resulted in 1,477m² of B1 (general industry) floorspace and 3,344 sq.m. of B8 (storage/ distribution) floorspace (ED3).
- 3.13 Completed loss of employment land (ED4) amounted to 0.811ha through the conversion of an industrial unit to a fitness studio in Marske and an industrial unit to dental practice in Guisborough.

Rural Development and Leisure and Tourism

- 3.14 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. One farm diversification scheme was approved during the monitoring year, the conversion of an agricultural storage building into a holiday let.
- 3.15 There were nine applications relating to tourism and leisure. Five of these were relating to tourism accommodation in the monitoring period. This included a 42 bedroom hotel, four log cabins, conversion of kennels to a holiday let, conversion of an agricultural store to a holiday let and conversion of offices to holiday lets.
- 3.16 Four leisure developments were also permitted which comprised a skatepark, two spa facilities and an outdoor playground/ adventure golf development.
- 3.17 Permission was granted for one equestrian development during the monitoring period, change of use of land from agriculture to horsiculture and construction of three shelters.

Town and District Centres

- 3.18 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 (now E(a)) use in Redcar and at least 55% of the units will be retained for E(a) use in Guisborough. In August 2021, 77.7% of units in Redcar were in E(a) use and 51.5% in Guisborough.
- 3.19 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 Guisborough. The vacancy rates in Redcar and Eston remain high at 13.36% and 15.99% respectively.
- 3.20 Table 5 shows that there are 91 vacant commercial units in the town and district centres, which is a relatively large decrease from 104 in the previous year and the lowest number since at least 2014. Commercial units exclude residential units.

Housing

- 3.21 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.
- 3.22 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).

Five-year Housing Land Supply

- 3.23 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.
- 3.24 Over the first 7 years of the plan period, from 1 April 2015 to 31 March 2022, there were 2,798 net additional housing completions. This equates to about 70% of the minimum local plan requirement of 3,978 and leaves a residual minimum requirement of 1,180 dwellings over the remaining 10 years, which is equivalent to 118 per annum. Since the start of the plan period a surplus cumulative balance of 1,160 completions has accrued against the minimum average of 234 per annum. Annual net completions have averaged 433 and range from 213 (2015/16) to 556 (2016/17). In 2021/22, there were 435 net additional completions (454 gross), which represents a strong performance given industry recovery from the Covid-19 lockdowns.
- 3.25 As at 1 April 2022, council records showed there were unimplemented planning permissions for an estimated 2,421 net additional dwellings (across 35 sites, with a minimum capacity of 5 dwellings net). It is expected that 1,527 of these dwellings are deliverable in the next 5 years. The balance of the supply further comprises 105 net additional dwellings on smaller permissioned sites for fewer than 5 dwellings and 29 dwellings via contribution-linked C2 care homes.
- 3.26 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.

- 3.27 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable housing supply from 1 April 2022 to 31 March 2027 is 1,661 dwellings, and would be sufficient to meet the residual balance of the Local Plan minimum requirement (1,613).

Affordable Housing

- 3.28 During 2021-2022, there were 115 units of affordable housing delivered in the borough. This was an increase from 74 units in the previous year. The 115 units delivered largely comprised two large developments in the borough, at Woodcross Gate (Flatts Lane) and Kirkleatham Green in Redcar. Both consisted of a mix of house types and sizes but were mostly two to four bed dwellings.

Self-Build and Custom Build Register

- 3.29 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.
- 3.30 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.
- 3.31 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.
- 3.32 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2022 (base period 7), no further entries were added to the register meaning the total number remained at 13.
- 3.33 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.

Environment/ Biodiversity

- 3.34 During the 2021-22 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

- 3.35 On the latest available survey data Lovell Hill Pools, Saltburn Gill and Boulby Quarries were in favourable condition. Teesmouth and Cleveland Coast had one favourable unit but two unfavourable (declining) units. Pinkney and Gerrick Woods had three favourable units and one unfavourable (recovering) unit.
- 3.36 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 2021/22, although management continued to take on place on Council managed sites.
- 3.37 There are six water quality monitoring points along our coast. Samples were collected in the summer of 2022. Marske and Redcar (Granville) both improved to excellent. Saltburn dropped to good, meaning five of the six points are excellent. 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.

Heritage Assets

- 3.38 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.
- 3.39 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.
- 3.40 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.
- 3.41 There were 2 Conservation Areas on the register with Guisborough being removed:
- Loftus;
 - Coatham.

Open Space

- 3.42 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 a new adventure playground at Majuba Road, Redcar.
- 3.43 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 2021/22, Green Flag Awards were once again given to two open spaces within the borough, Flatts Lane Woodland Country Park and Guisborough Forest and Walkway.

Minerals and Waste

- 3.44 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2021/22, 67,283 tonnes of municipal waste was collected, a relatively small 2.6% decrease from 69,059 tonnes in 2021/22. A total of 57,866 tonnes of household waste was collected, a 4.5% decrease from 60,592 tonnes in 2020/21. The percentage of household waste sent to landfill decreased to 0.59%. Percentages for waste sent for recycling or composting/aerobic digestion were very similar, but energy recovery was up 1.9%.

Recreation

- 3.45 Within the year two small scale developments related to recreation were approved (for leisure uses see Para 5.35/5.36). One was a change of use from a vacant betting shop to a community centre in Brotton (D1 use) and the other the adventure playground scheme at Majuba Road in Redcar (D2 use).

4. Appendices and background papers

- 4.1. Appendix 1: Redcar & Cleveland Authority's Monitoring Report 2021-22

5. Contact officer

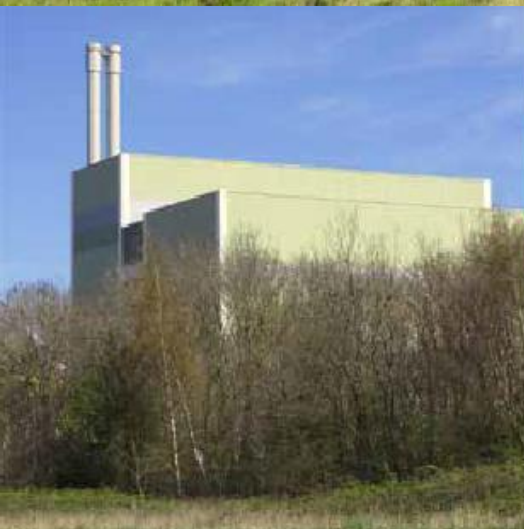
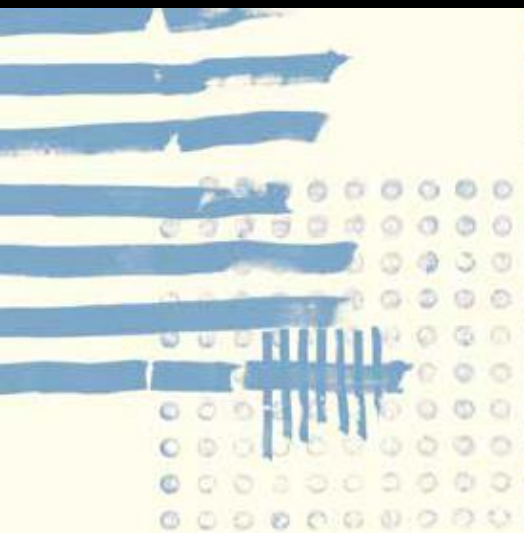
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Redcar & Cleveland Authority's Monitoring Report 2021-2022



this is Redcar & Cleveland

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1 Introduction

What is the Authority's Monitoring Report?

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

1.2 This AMR covers the period 1 April 2021 to 31 March 2022, 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 2022. 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 2021-2022. We have based this report on the main objectives of the adopted plan, rather than attempting to monitor every policy.

Chapter 2: A Place Called Redcar and Cleveland

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

Chapter 3: Monitoring Plan Making

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

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

Chapter 4: Sustainable Development and Design

Chapter 5: Economic Development

Chapter 6: Housing

Chapter 7: Transport and Community Infrastructure

Chapter 8: Environmental Quality

Further Information

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

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2 A place called Redcar and Cleveland

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

People

2.2 The Office for National Statistics (ONS) undertook a decennial Census on 21 March 2021. Figures were published in June 2022, showing the population of Redcar & Cleveland to be 136,500. This is lower than the sub-national population projections of 137,879 in 2020. Since the last census in 2011, the population has grown by 1% from 135,177. The average national population increase was 6% per local authority area. On the same trajectory, the population of the borough would increase to 138,001 by 2032. The figures also project a significant increase in the retired population and decrease in the working age population during this period.

2.3 The 2021 Census figures also showed 61,600 households in Redcar & Cleveland, increasing by 3.3% from 59,605. This means there is 2.215 people per household. Continuing the current growth rate would result in 63,836 households by 2032; whereas there would only be 62,303 households if the current people per household rate (2.215) was maintained alongside the current population growth rate (1%).

2.4 The 2021 Census population figure of 136,500 comprises the following age groups:

	2021 population	As % total population	National average
Age 15 and under	22,700	16.6%	17.4%
Age 15-64	82,200	60.2%	64.1%
Aged 65 and over	31,800	23.3%	18.6%

2.5 A high proportion of the population in Redcar & Cleveland is elderly with 23.3% over 65, compared to the national average of 18.6%. This results in a lower than average working-age and childhood populations.

2.6 The population of the borough mostly identifies as White at 97.7%. This means all other ethnicities comprise 2.3%. This compares to 81.7% of the population identifying as White nationally, with a non-white population of 18.3%. The non-white population in the Borough has increased from 1.4% (2011) to 2.3% (2021) showing the proportion of ethnic minorities has been slowly increasing in recent years.

Place

2.7 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.

2.8 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

2.9 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.

2.10 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. The number of official claimants (Claimant Count measures the number of people claiming benefit principally for the reason of being unemployed) reached a peak of 5,990 official claimants in January 2013. In April 2021, there were 5,725 official claimants (7.0% of resident population aged 16-64). By March 2022, this had decreased to 3,425 (4.2%). There were also decreases in percentage of claimants within this period at national and regional level, reflecting the recovery from the impact of the COVID-19 pandemic. In March 2022, the regional percentage of claimants was also 4.7% and the national level slightly lower at 4.1%.

Climate

2.11 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.

2.12 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.

2.13 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.

3 Monitoring plan making

2.14 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.

National Planning Policy Framework and National Model Design Code

3.1 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.

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

3.3 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.

3.4 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.

3.5 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

3.6 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.

3.7 Significant changes to the use class system in England were implemented in the previous reporting year. It remains important to highlight this change due to existing uses and permissions remaining under the former use class system. The changes can be seen in Table 2 (page 21). 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. 138

Permitted Development Rights

3.8 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.

3.9 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.

Levelling Up and Regeneration Bill

3.10 Levelling Up was introduced by the Government in 2019. Planning reform was considered a component of reducing regional inequality. A Planning White Paper followed in 2020 and some of those conclusions have been taken forward into The Levelling Up and Regeneration Bill, now awaiting second reading in Parliament. The key proposals are:

- National Development Management Policies to take out duplication between national and local policies and make local plan production more efficient;
- The weight of Local Plans will be strengthened in decision making;
- Duty to cooperate (with neighboring local authorities) to be repealed and replaced (awaiting information);
- New Infrastructure Levy to replace CIL and s106;
- Each authority to produce a design code as part of Local Plan or separate SPD;
- Environmental Outcome Reports will replace Sustainability Appraisals and Environmental Impact Assessments;
- To encourage regeneration, investment and development, CPO and development corporation processes will be simplified;
- Open data on land ownership and transactions will increase transparency;

The Environment Act 2021

3.11 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.

3.12 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 Monitoring plan making

3.13 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?

3.14 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.

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

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

Table 1 Performance

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

3.16 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.

3.17 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

3.18 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.

3.19 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

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

3 Monitoring plan making

Redcar and Cleveland Housing Strategy 2019-2024

3.21 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.

3.22 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.

3.23 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

3.24 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.

3.25 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.

3.26 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.

3.27 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

3.28 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 2021 to March 2022 was 86.67% 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). 86.13% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

3.29 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 2021/22, the percentage of major applications granted at appeal was 0% and minor applications were less than 1%.

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)	78% housing 31% employment	Up (62%) Down (69%)
	SD2	Percentage of housing on Previously Developed Land (PDL)	19% PDL 81% greenfield
		Percentage of employment on Previously Developed Land (PDL)	31%
SD3	Number of approved applications outside of development limits without justification	0	Same (0)
SD4	Percentage of major applications that have submitted a design and access statement	83% of all relevant applications	Down
SD5	Number and nature of renewable energy schemes approved	3	Up
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: <i>Good</i>	Down
		Marske: <i>Excellent</i>	Up
		Redcar (Stray): <i>Excellent</i>	Same
		Redcar (Granville): <i>Excellent</i>	Up
		Redcar (Coatham): <i>Excellent</i>	Same
		Redcar (Lifeboat Station): <i>Excellent</i>	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 78% of housing development was in the main urban and coastal area, an increase from 62% in 2020/21; 11% of development took place in the rural area and 11% in Guisborough. Completed employment development (with outstanding planning permission) was located 31% in the urban/coastal area. Employment development was also 31% (gross floorspace) on previously developed land (South Bank) and 69% on greenfield (Skelton Trading Estate). 95% (20/21) of employment applications (B1/B2/B8) were in the urban and coastal area, with one proposal in 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 2021/22 19% of housing development took place on PDL.

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.

4.7 In 2021/22 there were 32 applications granted planning permission outside of development limits. Policy SD3 sets out criteria as to what development will be restricted to, outside of development limits. Of the 32 applications:

- 5 were permitted under criteria (a) an appropriate diversification or expansion of an existing agricultural or forestry activity;
- 5 were permitted under criteria (b) a recreation or tourism proposal requiring a countryside location, including two that also complied with (k-m) conversion/change of use.
- 1 was permitted under criteria (c) facilities essential to social and community needs;
- 1 was permitted under criteria (d) construction of an agricultural workers dwelling with associated parking;
- 2 were permitted under criteria (e) other development requiring a countryside location due to technical or operational reasons;

- 13 were permitted under criteria (g) a suitably scaled extension to an existing building. One of these was a residential garden curtilage extension. One of these also complied with criteria (c) for essential social/ community facilities.
- 3 were permitted under criteria (k-m) conversion/ change of use. Two of these were also in accordance with policy H5 sub-division and conversion of buildings to residential use. One further complied with criteria (h) ensuring the conservation and enhancement of significant historical assets;
- 2 were either an amendment or reserved matters application, with the principle of development under SD3 already being decided in a previous monitoring year.

Design

4.8 Major applications should normally be submitted with a Design and Access Statement. 36 major applications were made during the monitoring year, and 30 of these were submitted with D&A statements. 29 were granted permission, 1 was refused and 6 were withdrawn. The 6 without D&A Statements were all approved; 2 were for engineering works, 1 for soil treatment works, 1 for a new access road and 2 for new fencing.

Climate Change

4.9 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.

4.10 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 Sustainability and Design

4.11 Strong progress has already been made, as of 2020 emissions in the borough were 781 ktCO₂ (comprising 43% industry, 26% domestic, 23% transport, 6% commercial, 2% public sector and 1% agriculture). This has reduced drastically from 1,347ktCO₂ in 2005. The Council continues to upgrade lighting, heating and vehicles whilst tree planting and energy generation from waste schemes are also ongoing.

4.12 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.

4.13 Three renewable energy related schemes were approved in the monitoring year; one application for a solar covered car parking port, a residential scheme and an industrial development included renewable energy generation. 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

4.14 There are six water quality monitoring points along our coast. Samples were collected in the summer of 2022. Marske and Redcar (Granville) both improved to excellent. Saltburn dropped to good, meaning five of the six points are excellent. 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.

4.15 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.

Flooding

4.16 The Environment Agency responded to 10 applications in flood risk areas; 7 were no objection, and 3 were no objection subject to conditions.

Nutrient neutrality

4.17 In March 2022 Natural England issued advice to 42 Local Planning Authorities (including Redcar & Cleveland) that sources of nutrients such as sewage, farming and industrial processes could damage protected sites through eutrophication.

4.18 As a result, any development with a net increase in overnight accommodation (including new homes, student accommodation, care homes and tourist accommodation) would have to be nutrient neutral. This affected schemes within the catchment of the River Tees. It has since been established that schemes which have sewage flowing out via Marske may not be affected (regardless of whether they are in the catchment).

4.19 In July 2022, the Chief Planner tasked Natural England to identify suitable nutrient mitigation provision. From December 2022, Natural England are contacting landowners for potential nutrient mitigation sites. Once finalised, developers will be able to purchase credits enabling development (particularly housing) to recommence.

Developer Contributions

4.20 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.

5 Economic development

Table 1 Economic development Indicators

Indicator		Output 21/22	Trend (20/21)
ED1	Amount of available employment land (Ha/gross)	424.2ha	Down (428ha)
ED2	Employment land developed	5.17ha	Same (5.15ha)
ED3	Total employment floorspace developed (by use class) <i>*use class removed, now E(g)</i>	B1*: 0m2	(66m2)
		B2: 1477m ²	Up (0m2)
		B8: 3344m ²	Up (0m2)
ED4	Loss of employment land to non-employment uses	0.081ha	Up (0.02ha)
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	9.49%	Down (11.09%)
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	8.84%	Up (6.23%)
ED7	Percentage of units in Redcar Primary Shopping Area in A1 use	77.7%	Up (77.4%)
	Percentage of units in Guisborough Primary Shopping Area in A1 use	51.5%	Down (52.2%)
ED8	In-Centre floorspace permitted (gross)	627.5m ²	Down (2,802 sq.m.)
ED9	Out of centre floorspace permitted (gross)	1,440m ²	Down (3,227 sq.m.)
ED10	Number of farm diversification schemes approved	1	Up
ED11	Number of tourism/leisure facilities permitted	9	Up (1)
ED12	Unemployment rates (16-64)	6%	Down (6.2%)
ED13	No. of sites/pitches approved	5	Up (2)
ED14	Percentage of people (16-64) with no qualifications (2020)	8.2%	Down (10.7%)
ED15	Percentage of pupils meeting expected education standards (NVQ2+)	76.8%	Up (70%)
ED16	No of applications for conversions from residential to tourist accommodation approved	0	Down
ED17	No of equestrian developments approved	1	Down

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 In the previous monitoring year, approximately 428ha (gross) of employment land was available within the borough, excluding small areas (approximately 5ha). The majority of available land 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 Available employment land was increased by 47.41ha, comprising permission for 43.51ha on part of the Long Acres site (r/2020/0822/ESM) and an extension of Skippers Lane Industrial Estate (R/2021/0528/F3M) at 3.9ha.

5.5 Approximately 55.05ha of available employment land was permissioned for development in employment uses:

- Long Acres, Teesworks (R/2022/0822/ESM) 23.54ha (total site 67.05ha)
- SK Chilled Foods, South Bank (R/2021/0202/FFM) 4.45ha
- Imperial Avenue, South Bank (R/2021/0281/FFM) 3.83ha
- Longbeck Trading Estate, Marske (R/2021/0386/RS) 3.26ha

5.6 This results in the amount of available employment land (ED1) as 424.2(ha), similar to the total of 428ha in the previous monitoring year. New employment permissions adjacent to the safeguarded employment land almost offset available land permissioned for development.

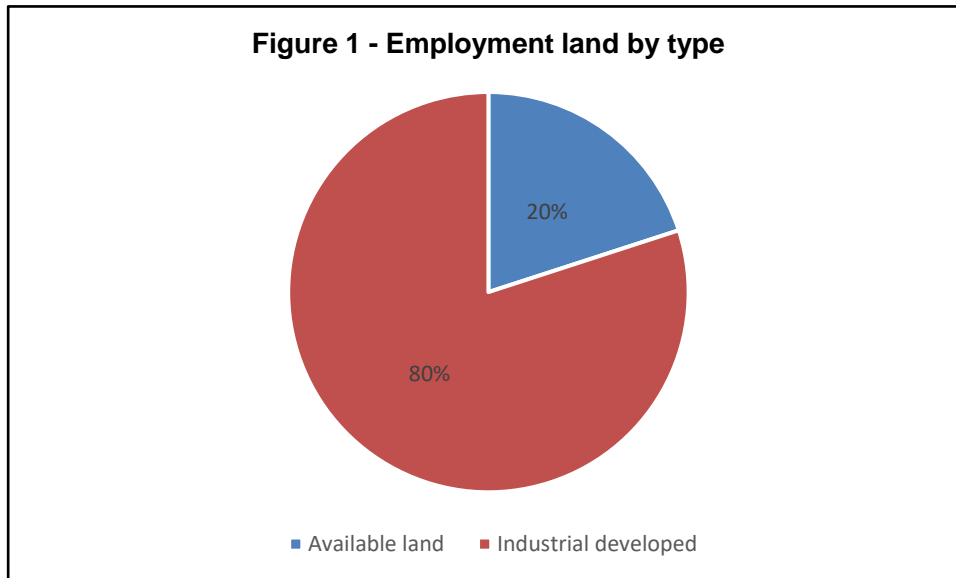
5.7 Permission was also granted for B2/B8 uses on the 133.5ha Teesworks Foundry site and 2.97ha at South Bank, Teesworks. However, both these permissions were already on land developed for industry.

5.8 During the monitoring period two outstanding permissions for employment use were completed, an extension to the Britannia House site on John Boyle Road, South Bank (0.15ha) and Skelton Trade Park at Pheasant Fields Lane, Skelton (5.02ha). This resulted in 5.17ha of employment land developed for 2021/22 (ED2), very similar to the 5.15ha developed in the previous year 2020/21. This resulted in 1,477m² of B1 (general industry) floorspace and 3,344 sq.m. of B8 (storage/ distribution) floorspace (ED3).

5.9 Completed loss of employment land (ED4) amounted to 0.811ha through the conversion of an industrial unit to a fitness studio in Marske and an industrial unit to dental practice in Guisborough.

5.10 On 19 November 2021 Teesside Freeport began operations. 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.

5.11 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.



Quality of Employment Land

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

Employment Rates

5.13 At the start of the monitoring period (April 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 3.8% and a North East figure of 5.5%.

5.14 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

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

5 Economic development

Use Class Order

5.16 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).

5.17 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

5.18 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.

5.19 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.

5.20 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

5.21 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 (now E(a)) use in Redcar and at least 55% of the units will be retained for E(a) use in Guisborough. In August 2021, 77.7% of units in Redcar were in E(a) use and 51.5% in Guisborough.

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

- Town Centre: Redcar
- District Centres: Eston, Guisborough, Loftus, Low Grange Farm, Marske, 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.

5.23 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 (2022)

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	1	-	1	-	-	-	-
C1	-	1	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-
	a)	-	-	-	-	-	-	-
C3	-	128	14	55	50	-	27	23
C4	-	-	-	-	-	-	-	-
E	a)	212	30	91	16	8	32	45
	b)	36	2	21	1	1	4	12
	c)	38	8	21	2	-	4	4
	d)	2	1	1	-	-	-	-
	e)	4	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	13	-	1	-	-	-	1
F1	-	15	1	9	2	1	1	2

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
F2	a)	-	-	-	-	-	-	-
	b)	-	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	42	5	13	2	1	4	3
	n)	4	2	2	-	1	-	1
	p/q)	24	4	13	2	1	3	4
	r)	26	12	7	1	-	5	5
Total Units		549	79	240	79	14	81	104

Vacancy Rates and Unit Condition

5.24 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 the town and district centres

Centre	Floorspace (m ²)		% Vacant (compared to 20/21)
	Total	Vacant	
Redcar	88,605	11,834	13.36 (-1.55%)
Eston	9,867	1,578	15.99% (+1.18%)
Guisborough	27,170	1,938	7.13% (-3.51%)
Loftus	4,668	346	7.41% (0%)
Low Grange	18,164	0	0% (0%)
Marske	7,060	74	1.05% (-2.18%)
Saltburn	10,362	503	4.85 (+3.27%)
Total	165,896	16,273	9.81% (-1.28%)

5.25 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 Guisborough. The vacancy rates in Redcar and Eston remain high at 13.36% and 15.99% respectively.

5.26 Table 5 shows that there are 91 vacant commercial units in the town and district centres, which is a relatively large decrease from 104 in the previous year and the lowest number since at least 2014. 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	2022
Redcar	56	61	58	64	63	62	63	63	58
Eston	6	6	6	7	8	5	7	8	7
Low Grange	0	0	0	0	0	0	0	0	0
Loftus	19	17	21	18	5	5	7	6	6
Marske	3	4	3	2	1	1	2	3	1
Guisborough	13	11	15	10	10	12	19	22	16
Saltburn	7	8	4	4	5	3	2	2	3
Total	104	107	107	105	92	94	100	104	91

5.27 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.

5.28 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 21/22 (v 20/21)
Redcar	109	185	85	31	11	42 (+3)
Eston	22	23	12	8	0	8 (-6)
Low Grange	13	0	1	0	0	- (=0)
Loftus	16	5	2	4	1	5 (-3)
Marske	23	21	10	1	0	1 (-2)
Guisborough	99	56	22	7	1	8 (-6)
Saltburn	38	26	14	3	0	3 (-1)
Total	320 (37.69%)	316 (37.22%)	146 (17.20%)	54 (6.36%)	13 (1.53%)	67 (-9)

Town Centre Use Permissions

5.29 The amount of floorspace permitted for town centre uses within the retail centres during the monitoring period 2021/22 was 627.5m², compared to 2,802m² the previous year. These applications comprised an office loft conversion, a dental practice extension, change of use from a gym to commercial and change of use from a dance studio to a bar.

5.30 Outside of the designated retail centres, permission was granted for a total of 1,440m² of town centre uses. These are typically subject to sequential assessments and retail impact assessments for permission to be approved. The applications approved include three drive-through restaurants adjacent to Low Grange, conversion of two flats to a beauty salon close to Normanby centre and redevelopment of the Sun Centre site in Ormesby.

Hot Food Takeaways

5.31 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.

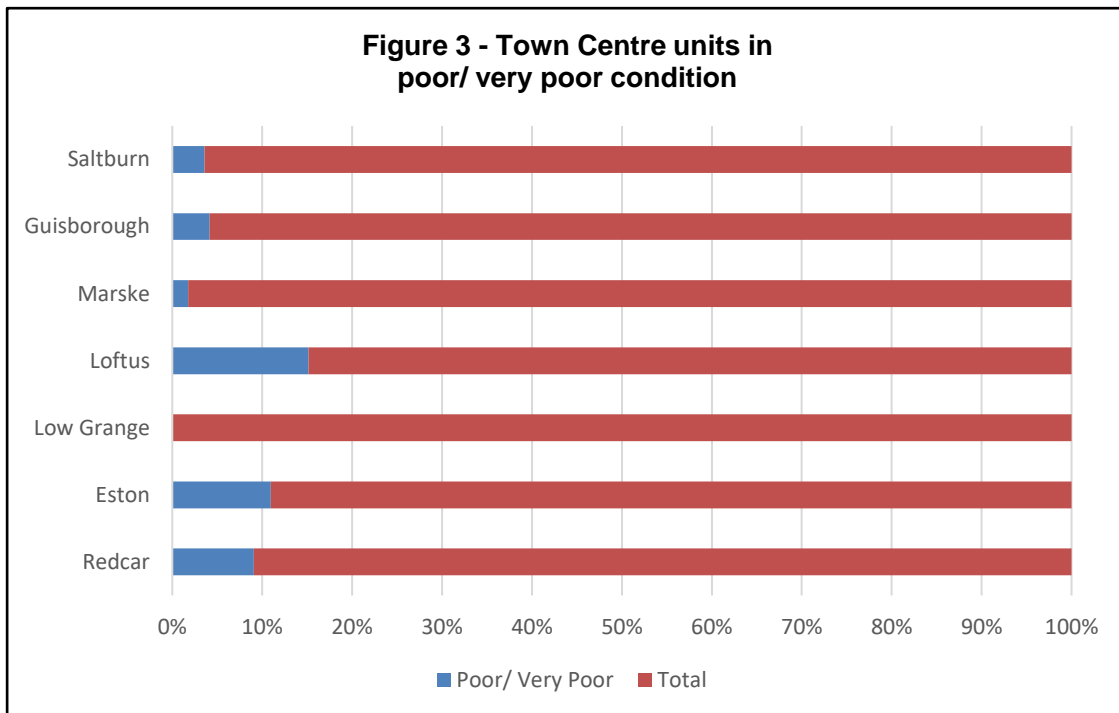
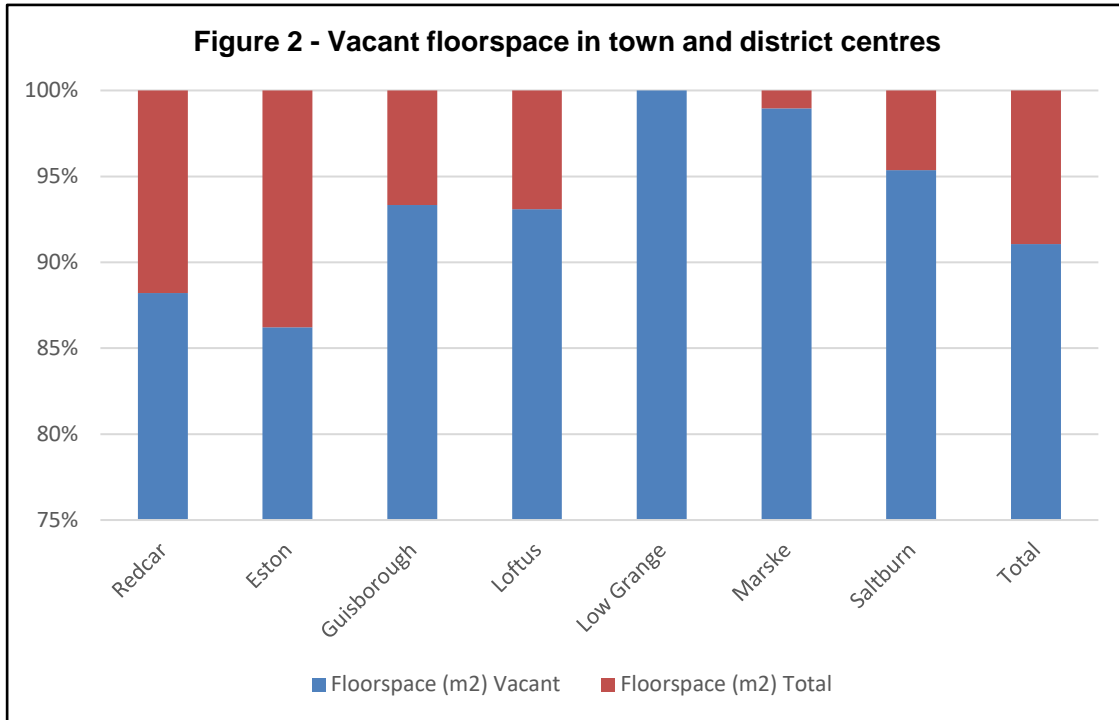
5 Economic development

5.32 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 an increase of eight hot food takeaways across the borough compared to the previous year.

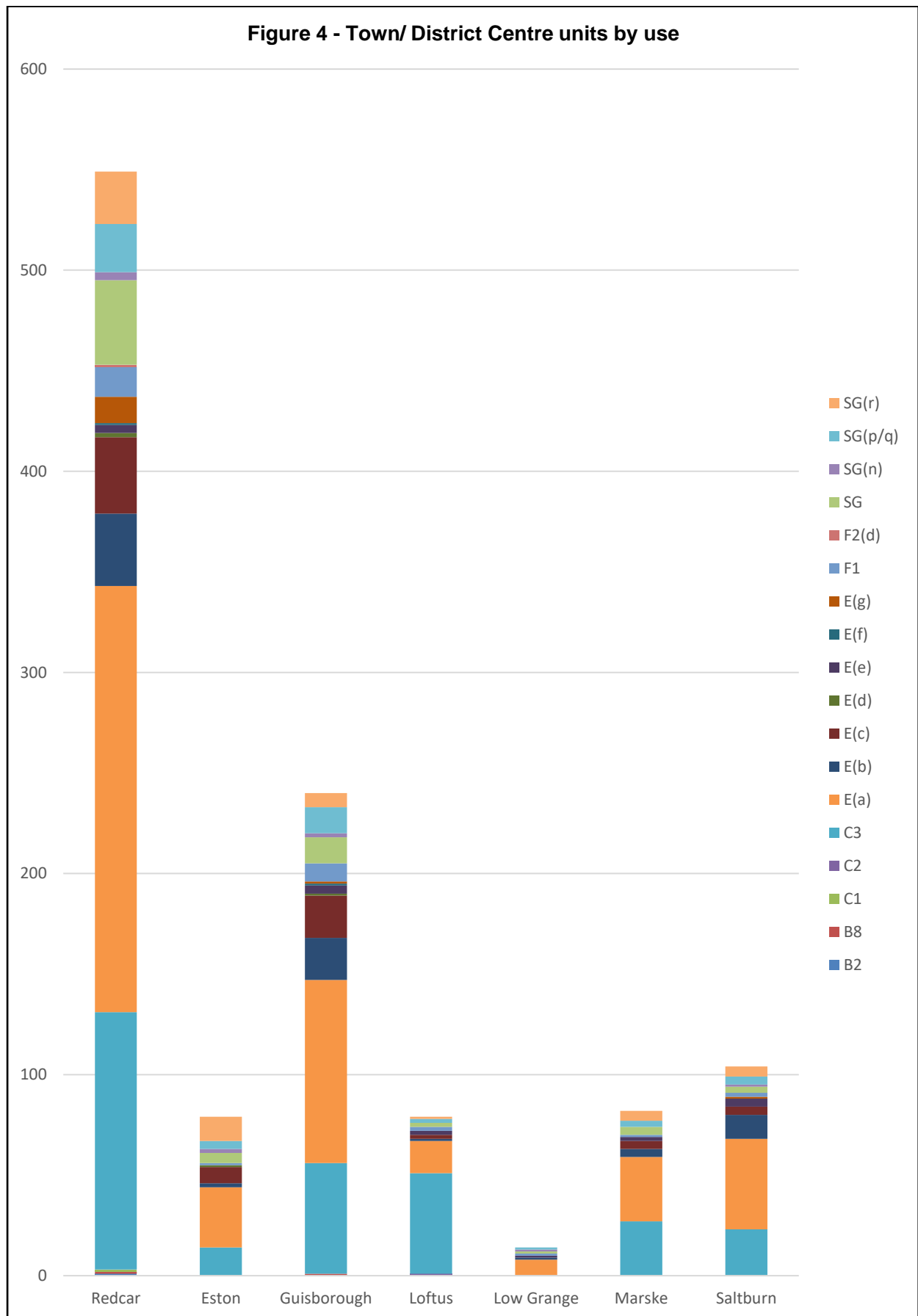
5.33 Five planning applications were determined for new hot food takeaways during the monitoring year. Two changes of use were refused in Normanby and Redcar. One change of use from retail was permitted at Roseberry Square, partial takeaway use was permitted at Albion Social Club and a new café with takeaway unit was approved at Marske slipway.

Table 7 Number of Hot Food takeaway units

	No. SG(r) Units	Proportion of commercial units in SG(r) use
Brotton	3	18.75%
Carlin How	1	20.00%
Dormanstown	7	33.33%
Enfield Chase	1	12.5%
Eston	12	18.46%
Guisborough	7	3.78%
Loftus	1	3.57%
Low Grange	0	0%
Marske	5	9.09%
New Marske	2	28.57%
Normanby	3	8.11%
Nunthorpe	2	18.18%
Park Avenue	0	0%
Redcar	26	6.18%
Roseberry Square	2	22.22%
Saltburn	5	6.17%
Skelton	1	3.03%
Total	78	7.75%



5 Economic development



Rural Development and Leisure and Tourism

5.34 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. One farm diversification scheme was approved during the monitoring year, the conversion of an agricultural storage building into a holiday let.

5.35 There were nine applications relating to tourism and leisure. Five of these were relating to tourism accommodation in the monitoring period. This included a 42 bedroom hotel, four log cabins, conversion of kennels to a holiday let, conversion of an agricultural store to a holiday let and conversion of offices to holiday lets.

5.36 Four leisure developments were also permitted which comprised a skatepark, two spa facilities and an outdoor playground/ adventure golf development.

5.37 Permission was granted for one equestrian development during the monitoring period, change of use of land from agriculture to horsiculture and construction of three shelters.

Next Steps

- Promote economic development through the new Local Plan.
- Safeguard and improve employment sites.
- 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 21/22	Trend (20/21)
H1	Number of net additional dwellings	435	Up (359)
H2	Number of new housing completions (Gross)	454	Up (362)
H3	Number of housing completions on allocated sites	231	Up (192)
H4	Number of affordable dwellings delivered	141	Up (74)
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 Major planning applications for housing have been approved in the monitoring year:

- R/2021/0821/FFM Former Royal Hotel, Whitby Road, Loftus: demolition of vacant public house and replace with 2 residential apartment blocks comprising 16 supported living apartments with ancillary staff area and associated car parking.
- R/2021/0792/FFM Land West of Spring Wood Road, Guisborough: erection of extra care living scheme comprising of a 3-storey block of 71 apartments with communal facilities, 12 semi-detached bungalows, formation of associated access, landscaping and parking.
- R/2021/0019/OOM Land west of Kirkleatham Lane, Redcar: Outline application for residential development with associated access, landscaping and open space consisting of;
 - 279 residential units (class C3) or;
 - 204 residential units (class C3) with 75 assisted living units (delivered as class C2 or C3)
- R/2021/0333/FFM Former Cliffe Garage, Redcar: construction of four storey building to provide 16 specialist supported housing apartments and staff facilities; and two storey apartment block with 6 self contained apartments.
- R/2021/0737/FFM Former Luke Senior, Guisborough: residential development comprising 9 no. Supported, independent-living apartments, communal hub (convertible into a 1b2p apartment) and 10 no. Quarter houses intended for either low-dependency residents or general needs and associated landscaping.
- R/2021/0412/FFM Wentworth House, Eston: 10no. Semi-detached bungalows and 1no. Detached bungalow.
- R/2021/0143/OOM Upper Oxford Street, South Bank: outline planning application (all matters reserved) for 25 residential dwellings.
- R/2020/0827/FFM High Farm, Normanby: erection of 59 dwellings with associated access, landscaping and infrastructure.

Housing numbers

6.3 The population of the borough had 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. However, figures were published in June 2022, showing the population of Redcar & Cleveland to be 136,500. Since the last census in 2011, the population has grown by 1% from 135,177. 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
2021-22	454	19	435
2015 - 22 (Total)	3036	238	2798

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:

6 Housing

- the authority should publish an action plan if housing delivery falls below 95%;
- a 20% buffer on the local planning authority's 5 year land supply;
- if housing delivery falls below 85%; and
- application of the presumption in favour of sustainable development if housing delivery falls below 75%, subject to transitional arrangements.

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

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

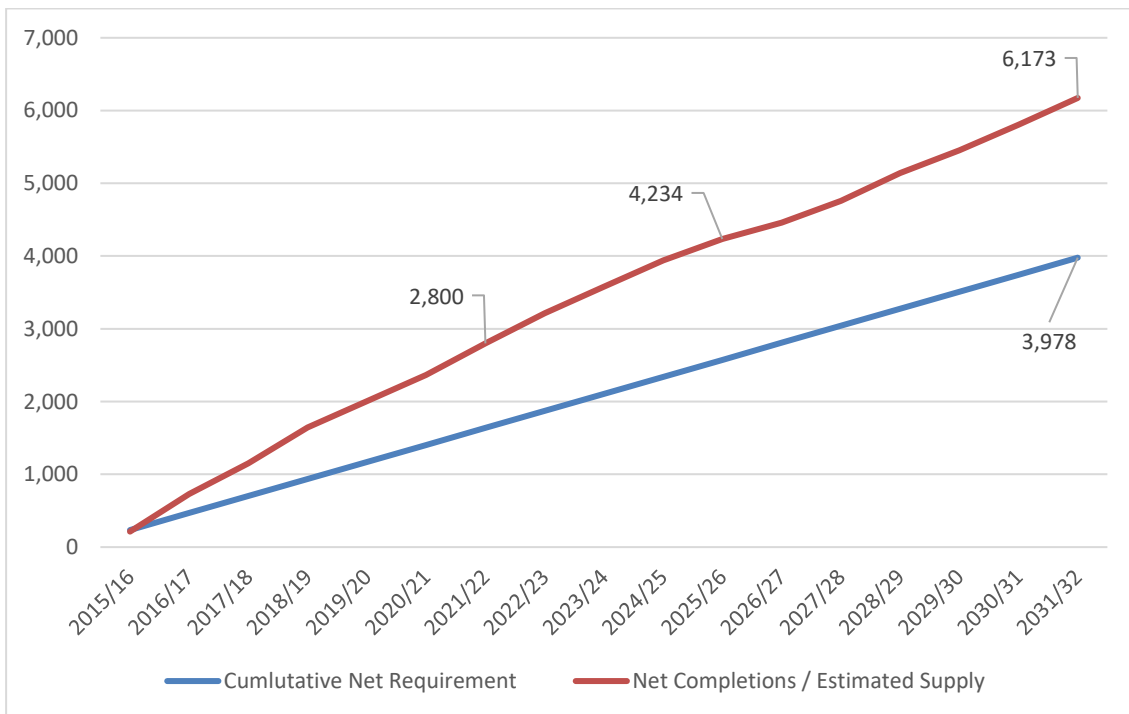


Figure 5 - Housing Trajectory

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 7 years of the plan period, from 1 April 2015 to 31 March 2022, there were 2,798 net additional housing completions. This equates to about 70% of the minimum local plan requirement of 3,978 and leaves a residual minimum requirement of 1,180 dwellings over the remaining 10 years, which is equivalent to 118 per annum. Since the start of the plan period a surplus cumulative balance of 1,160 completions has accrued against the minimum average of 234 per annum. Annual net completions have averaged 433 and range from 213 (2015/16) to 556 (2016/17). In 2021/22, there were 435 net additional completions (454 gross), which represents a strong performance given industry recovery from the Covid-19 lockdowns.

Table 3 Balance of Housing Requirement against Policy H1

Year	2015/ 16	2016/ 17	2017/ 18	2018 /19	2019/ 20	2020/ 21	2021/ 22
Net Completions	213	516	422	492	363	359	435
Local Plan Minimum Average Requirement (Policy H1)	234	234	234	234	234	234	234
Balance	-21	261	449	707	836	961	201

6.11 As at 1 April 2022, council records showed there were unimplemented planning permissions for an estimated 2,421 net additional dwellings (across 35 sites, with a minimum capacity of 5 dwellings net). It is expected that 1,527 of these dwellings are deliverable in the next 5 years. The balance of the supply further comprises 105 net additional dwellings on smaller permissioned sites for fewer than 5 dwellings and 29 dwellings via contribution-linked C2 care homes.

6.12 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.

6.13 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable housing supply from 1 April 2022 to 31 March 2027 is 1,661 dwellings, and would 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.

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

Supply Component	Sites	Deliverable Supply 2022/23 – 2026/27	Supply from Year 6
Under Development	21	1111	207
Detailed Permission	11	281	0
Outline Permission	1	125	687
Detailed Application	1	10	0
Smaller Permissions (1-4 units net)	99	105	0
Estimated Indirect Contribution via C2 Permissions (see PPG Para 35)	1	29	0
Total	137	1661	894
Annualised Average		332	

6.14 The five-year supply position is set out in Table 5, taking into account the estimated deliverable supply of 1,661 dwellings. If the accumulated surplus of 1,162 is fully included in the requirement calculation (scenario a.), this would basically match the baseline minimum without the need for any further development. If the surplus balance is applied proportionately across the 10 remaining years of the plan period (scenario b.), there is approximately 13.4 years estimated supply (against an adjusted five-year requirement of 459, or 92 per annum). If on the other hand the surplus balance is disregarded apart from the small undersupply in 15/16, the supply would be almost halved to approximately 6.9 years.

Table 5 Five-Year Supply Calculations

Scenario	a.	b.	
Estimated Deliverable Supply	1,661	1,661	1,661
Annualised Average	332	332	332
Five Year Requirement			
Local Plan Baseline Minimum Requirement 2015-32 (234dpa)	1,170	1,170	1,170
Less Accumulated Surplus 15/16-21/22	1,162	581	21
Adjusted Requirement 22/23-26/27	8	589	1,149
5% Buffer	0	30	57

Scenario	a.	b.	c.
Five Year Supply Requirement 20/21-24/25	8	619	1,206
Balance of Supply	1,653	1,042	330
Annualised Average	2	124	241
Estimated Supply in Years (estimated deliverable supply ÷ annualised average requirement)	827	13.39	6.89

Brownfield Land Register

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

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

6.17 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

6.18 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 2022 was £146,704 up approximately, up by approximately 7.5% from £136,423 in March 2021. The average house price for the UK also increased by approximately 7.5% to £275,175 approximately 87.5% higher than in Redcar and Cleveland.

6.19 Nonetheless, many first time buyers and households with marginal incomes are still unable to afford their own property. In addition, pressures on the existing social housing stock have increased as households attempt to access affordable housing. The Government have introduced further support for first time buyers through its Help to Buy scheme which has been extended and the Starter Homes initiative.

6.20 During 2021-2022, there were 115 units of affordable housing delivered in the borough. This was an increase from 74 units in the previous year. The 115 units delivered largely comprised two large developments in the borough, at Woodcross Gate (Flatts Lane) and Kirkleatham Green in Redcar. Both consisted of a mix of house types and sizes but were mostly two to four bed dwellings.

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Gypsies, Travellers and Travelling Showpeople

6.21 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.

6.22 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

6.23 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.

6.24 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.

6.25 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.

6.26 During the 2021/22 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

Self-Build and Custom Build Register

6.27 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.

6.28 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.

6.29 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.

6.30 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2022 (base period 7), no further entries were added to the register meaning the total number remained at 13.

6.31 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)	2021/22 (7)
Individual	2	4	0	3	1	1	0
Group	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0
Base period total	2	6	0	3	1	1	0
Running total	2	8	8	11	12	13	13

6.32 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.

6.33 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.

6.34 Table 8 details that by October 2022, 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)	2021/22 (7)
Individual	6	10	15	10	5	7	12
Group	0	0	0	0	0	0	0
Base period total	6	10	15	10	5	7	12
Running total	6	16	31	41	46	53	65

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 20/21	Trend (21/22)
EQ1	Number of applications permitted on the heritage coast	2	Up (1)
EQ2	Number of applications permitted in sensitive landscape areas	16	Up (4)
EQ3	Number of applications permitted in historic landscape of the Eston Hills	3	Up (1)
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	67.5m ²	Up (36m2)
EQ5	Amount of new open space approved	0.000ha	Down (0.008ha)
EQ6	Percentage change in area of designated biodiversity sites	0%	Same
EQ7	Number of heritage assets classified 'at risk'	5 Listed Buildings/ Structures/ Places of Worship	Up (4)
		4 Scheduled Monuments	Same
		2 Conservation Areas	Down (3)
		1 Registered Park and Garden	Same
EQ8	Conservation Area Appraisals produced	0	Down (1)
EQ9	Total amount of waste collected (tonnes)	67,283 (Municipal)	Down (69,059)
		57,866 (Household)	Down (60,592)
EQ10	Percentage of household waste arising by management type	66.76% Energy recovery	Up (64.86%)
		20.86% Recycled	Up (20.68%)
		17.29% Composting/Aerobic digestion	Up (17.28%)
		0.59% Landfill	Down (1.7%)
EQ11	Number of planning applications approved for leisure facilities (D1)	1	Same
EQ12	Number of applications approved in strategic gaps/green wedges	0	Down (2)
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 2021/22, the number of Grade I and II* listed buildings on the Historic England At Risk Register has increased by one, with the number of scheduled monuments and conservation areas at risk decreasing by one each.

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 2 Conservation Areas on the register with Guisborough being removed:

- Loftus
- Coatham

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 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.

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, two applications were approved in the Heritage Coast; one for an extension and improvement to the car park at Cat Nab and another for four holiday cabins on the edge of New Brotton. Sixteen applications were permitted in sensitive landscape areas; two of these were extensions, four were change of use, one replacement dwelling, one access road, the car park (as above), an application at Teesworks, a hotel and new outdoor adventure park at Majuba Road in Redcar, one reserved matters, two ground remediation schemes and a variation to planning permission.

7 Environmental quality

7.12 There were no applications for development in the 'green wedges' or 'strategic gaps'.

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 a new adventure playground at Majuba Road, Redcar.

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 2021/22, 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 2022, Saltburn retained its Blue Flag status, 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 2021-22 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 On the latest available survey data Lovell Hill Pools, Saltburn Gill and Boulby Quarries were in favourable condition. Teesmouth and Cleveland Coast had one favourable unit but two unfavourable (declining) units. Pinkney and Gerrick Woods had three favourable units and one unfavourable (recovering) unit.

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.

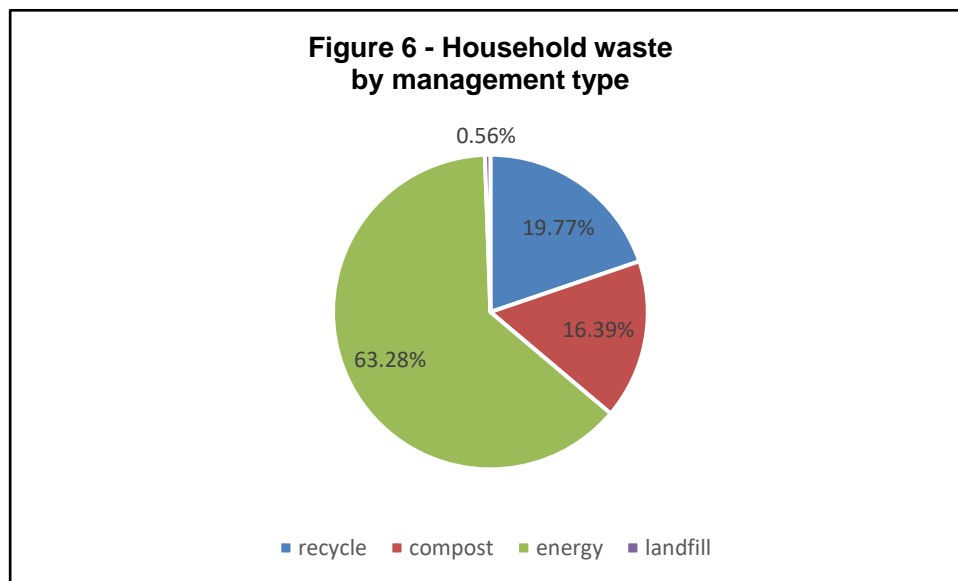
7.22 Local Sites can be Local Wildlife Sites or Local Geological Sites. They are the non-statutory conservation sites which do not have legal protection but have policy protection through the Local Plan. As of March 2021, there were 103 Local Sites within the borough, including the area which lies within the National Park. Data on the percentage of Local Sites in positive management was not collected by Defra in 2021/22, 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 last update commenced in January 2019 and was published for consultation in November 2019.

7.24 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2021/22, 67,283 tonnes of municipal waste was collected, a relatively small 2.6% decrease from 69,059 tonnes in 2021/22. A total of 57,866 tonnes of household waste was collected, a 4.5% decrease from 60,592 tonnes in 2020/21. The percentage of household waste sent to landfill decreased to 0.59%. Percentages for waste sent for recycling or composting/aerobic digestion were very similar, but energy recovery was up 1.9%.

7 Environmental quality



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.

Recreation facilities

7.26 Within the monitoring year one small scale development related to recreation was approved (for leisure uses see Para 5.35/5.36). This was the adventure playground scheme at Majuba Road in Redcar (D2 use).

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. 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 21/22	Trend (20/21)
TCI1	Number of major applications requiring travel plans	25	Up (3)
TCI2	Number of people killed or seriously injured in traffic accidents	52	Up (50)
TCI3	Bus patronage	2.3m	Up (1.25m)
TCI4	Number of new community facilities permitted	0	Same
TCI5	Number of community facilities lost	0	Same
TCI6	Annual rail patronage	819,956	Up (251,348)
TCI7	Length of improved path`	4.8km	Up (3km)

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

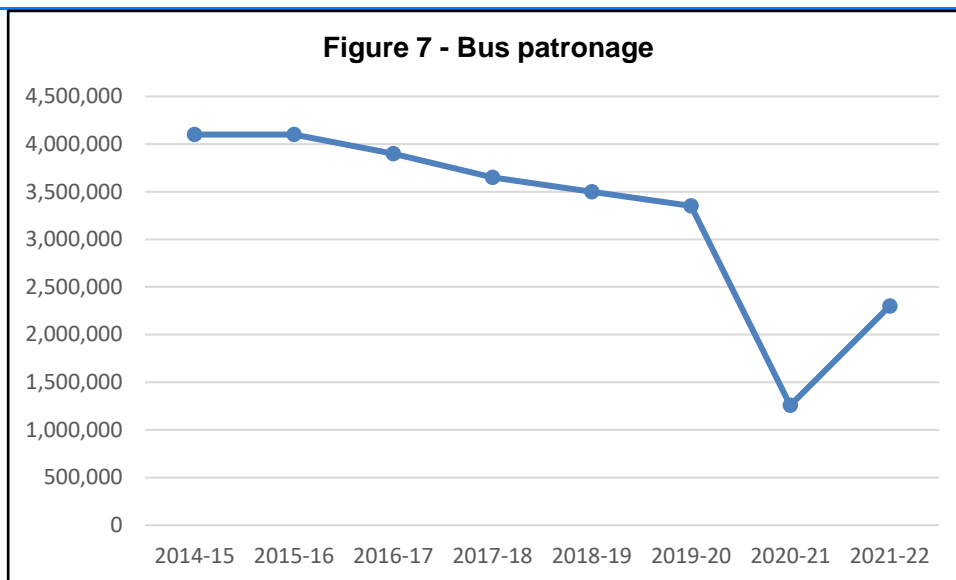
Transport

8.2 Bus (Arriva) patronage has been in decline over many years. In 2020/21, bus (Arriva) patronage fell significantly to 1,256,940 due to the introduction of COVID 19 travel restrictions and advice to work from home. The bus patronage has bounced back to 2.3m in 2021/22, but still far short of 3.35m in 2019/20 (pre-Covid). The Council will continue to promote sustainable forms of transport to stem the decline in the use of these modes of transport.

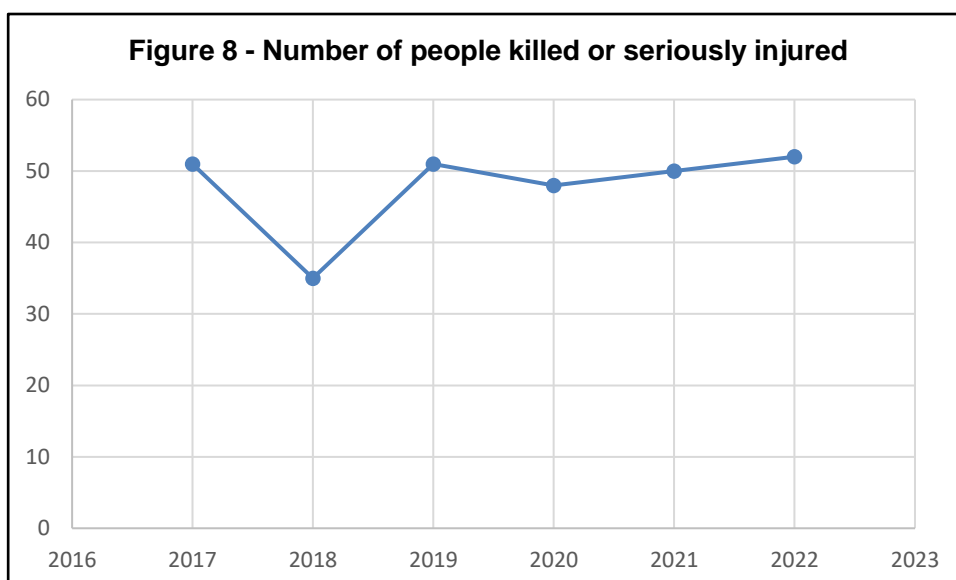
8.3 According to Office of Rail and Road estimates of station uses in 2021/22 there were 819,956 entries and exits of passengers in the nine stations in Redcar & Cleveland, a significant increase from 251,348 in 2020/21 and reflective of the pandemic and ongoing travel restrictions. Prior to this period entries and exits had increased year on year. Rail services to British Steel Redcar were suspended in December 2019.

8.4 The Joint Travel Needs Assessment, a technical assessment of the transport networks in the borough and neighbouring Middlesbrough, identified that key road junctions in the borough will need improving if future travel needs are to be met. The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward improvements. Implementation of the Local Transport Plan and Local Plan will help to create sustainable and active communities, including through improving safety and health.

8 Transport and community infrastructure



8.5 The number of people killed or seriously injured in traffic accidents increased from 50 in 2020/21 to 52 in 2021/22. This is a similar number to recent years.



Community Facilities

8.6 Within the year there was one planning application related to community F1 (formerly D1) uses. This was a change of use from a vacant betting shop to a community centre in Brotton.

Next Steps

The Council will:

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

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