



Redcar & Cleveland Authority's Monitoring Report 2024-2025



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 2024 to 31 March 2025 and also includes anything significant which has happened since this monitoring period.

Why do we need to monitor?

1.3 Monitoring is a vital process of plan and policy making. It reports on what is happening now and what may happen in the future. These trends are assessed against existing policies and targets to determine whether or not current policies are performing as expected, ensuring that the LDP continues to contribute to the attractiveness and functionality of Redcar and Cleveland as a place to live, work, invest and visit.

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

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

1.6 The Council are required to prepare an annual report to monitor the Council's progress in preparing its new 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 2024 - 2025. We have based this report on the main objectives of the adopted plan, rather than attempting to monitor every policy.

Chapter 2: A Place Called Redcar and Cleveland

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

Chapter 3: Monitoring Plan Making

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

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

Chapter 4: Sustainable Development and Design

Chapter 5: Economic Development

Chapter 6: Housing

Chapter 7: Transport and Community Infrastructure

Chapter 8: Environmental Quality

Further Information

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

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2 A place called Redcar and Cleveland

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

People

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

2.3 The 2021 Census figures also showed 61,600 households in Redcar & Cleveland, increasing by 3.3% from 59,605 in 2011. This means there is 2.215 people per household.

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

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

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

2.7 Our most deprived communities are predominantly located within the main built-up areas of Redcar and Greater Eston, although pockets of deprivation can also be found within the rural communities of East Cleveland.

Place

2.8 The borough is rich in both natural assets and a proud industrial heritage. It has a varied landscape, ranging from alluvial plain through to higher land in the moors and the Eston Hills, and is bordered by a coast of sandy bays and dramatic cliffs, including over 12km of Heritage Coast. The Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, a site of European importance for birds, is underpinned by the nationally important Teesmouth and Cleveland Coast Site of Special Scientific Interest.

2.9 There are twenty three square miles of North York Moors National Park within the borough (located outside of the area covered by this AMR), itself designated for its European and national importance for wildlife and habitat. The majority 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.

2 A place called Redcar and Cleveland

Economy

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

2.11 The traditional employment base of Redcar and Cleveland has been manufacturing based on steel, chemicals and heavy engineering. However, over recent years there has been a decline in these industries which has impacted upon many communities in the borough.

2.12 In March 2025 there were 3,160 claimants (3.9%), a slight decrease from April 2024 when there was 3,395 claimants (4.2%), although it should be noted that there are monthly fluctuations in the rate. In comparison the North East figure remained at 3.9%, and the figure for Great Britain increased from 3.7% to 4.0% over the same period.

Climate

2.13 The geography and rural nature of a significant part of the borough combined with an ageing population, pockets of disadvantage and isolated communities, results in a degree of vulnerability when incidences of severe weather are experienced. Having a good understanding of vulnerability to our climate, both now and in the future, is the key to resilient communities.

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

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

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

3 Monitoring plan making

What significant changes have happened to the national planning system?

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

New Local Plan System

3.2 In late 2025 the Government published new guidance and resources on preparing a local plan under the new plan-making system (Planning and Compulsory Purchase Act 2004, as amended by the Levelling-Up and Regeneration Act 2023).

3.3 Under the new plan-making process plans (Local Plans and Minerals and Waste Plans) should be prepared and found sound within 30 months. A number of new stages have been introduced including:

3.4 Before the 30 month process starts - prepare and publish Local Plan timetable, give notice of plan-making (minimum 4 months), run scoping consultation to engage public, statutory bodies and other stakeholders.

3.5 Gateway 1 - ensures LPAs are ready to prepare and adopt a plan within 30 months. LPAs must publish a self-assessment summary of what they've done to get ready. At the point Gateway 1 has been passed the 30 month timeframe begins.

3.6 Plan production (30 month period begins) Publish a summary of scoping consultation - including main issues raised and how the LPA has had regard to the responses.

3.7 Consult on the proposed plan content and evidence (minimum 6 weeks) - invite representations on draft vision and any proposed aims and objectives; proposed spatial strategy; a summary of evidence gathered/intended to gather and any other elements, which may include initial draft policy. Once finished a summary must be published including main issues raised and how you have had regard to the responses. Following this, elements of the plan are collated and a draft plan document prepared.

3.8 Gateway 2 - check progress with the Planning Inspectorate who will provide observations and advice which must be published.

3.9 Consult on the proposed local plan - invite representations on proposed Local Plan, map of proposed Local Plan policies, site allocations and designations and details of the evidence gathered. Recommended to consult on SEA at same time. Must consult the authority responsible for Spatial Development Strategies (SDS). After the consultation, the LPA must analyse the feedback and have regard to it while making any appropriate changes to finalise the plan and submission material for Gateway 3. A summary of consultation must be published.

3.10 Gateway 3 - The LPA must provide the version of the plan they intend to submit for examination and other supporting documents. The Planning Inspectorate will appoint a gateway assessor to provide observations and advice and decide whether the plan is ready to be submitted for examination. The plan will be ready if it meets the prescribed requirements (to be set out in regulations). This should take 4 weeks, or by exception 6 weeks.

3.11 Submit Plan for examination - Inspector will be appointed to carry out an independent examination of the plan. They will assess whether the plan is sound and meets the tests of soundness set out in national planning policy.

3 Monitoring plan making

3.12 Adopt plan and publish policies map - after examination the inspector will provide their recommendations and reasons. They may find the plan sound or could become sound if certain modifications are made. Following full Council approval the plan can be adopted and made available, with adoption statement published.

3.13 Monitoring - Two forms of monitoring are introduced. Firstly, annual monitoring which happens on the same date every year and monitors plan against nationally prescribed metrics and measurable objectives in the local plan vision. Secondly, the plan evaluation report which must be carried out in year 4 from plan adoption and informs the next version of the plan and considers which policies and sites can be taken forward into the next version.

National Planning Policy Framework (NPPF) 2025

3.14 In December 2025 the Government published a consultation on a significantly redrafted NPPF. The proposed NPPF includes separate sections on plan-making and decision-making. The NPPF also introduces new strategic level Spatial Development Strategies, which will sit above Local Plans and Minerals and Waste Plans. These documents will shape strategic issues including broad locations for major development, requirements for housing, employment and other types of development and apportionment between individual authorities.

3.15 Local plans should only address matters and include policies that are necessary and only include policies which extend beyond site or location specific requirements where necessary and justified. Other changes include an expanded presumption in favour of sustainable development which would apply to all development proposals within settlements unless harm would substantially outweigh benefits. Outside settlements the presumption would apply to identified development types, including where development would be well connected to railway stations and settlements.

3.16 The proposed NPPF requires the development plan to identify suitable locations for different types of sites, including identifying suitable locations for large scale development, such as new settlements, new urban quarters or significant extensions to existing settlements. A new medium development category has also been introduced and the promotion of higher densities in well-connected locations. There is support for social and affordable housing and expectations to deliver a wider range of tenures and home types across new developments.

3.17 Other changes include a vision-led transport policy and strong support for the economic benefits of proposals for commercial development, including planning for specified development types including logistics. There are also changes to policy on climate change, natural environment and protecting heritage assets.

What progress has been made on the Local Plan?

3.18 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 new Local Plan. Following planning reforms, in March 2025 the Council published a new Local Development Scheme.

3.19 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.

3 Monitoring plan making

- 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	October 2025	Delayed	Ongoing	Poor

3.20 The Local Plan was adopted in 2018 and is over five years old. In March 2025 the Council published an updated Local Development Scheme based upon the old system of Local Plan preparation that is to be replaced.

3.21 As a result of the changes to the planning system proposed by the Government, the Council will not be able to keep to the timetable published in the March 2025 LDS and will be required to prepare a new Local Plan under the new planning system. Following the introduction of the new plan making system, the Council will publish a new timetable for production of the new Local Plan and Minerals and Waste Plan.

Community Infrastructure Levy

3.22 The Community Infrastructure Levy (CIL) allows local authorities to raise funds from new developments 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.

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

Statement of Community Involvement

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

Supplementary Planning Documents (SPDs)

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

3 Monitoring plan making

Redcar and Cleveland Housing Strategy

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

3.27 Following changes to the planning system, a new Housing Strategy will be prepared to replace this Strategy.

Duty to Co-operate

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

3.29 Regular meetings are held between officers of the Tees Valley authorities to discuss cross boundary and strategic issues and identify areas of work to be prepared jointly between the authorities.

3.30 Where necessary, the Council has also worked in partnership with neighbouring authorities to prepare Local Development Documents covering cross-boundary issues. This includes the Tees Valley Joint Minerals and Waste DPDs which were adopted in September 2011. The Tees Valley authorities, in consultation with neighbouring mineral planning authorities, have also worked together to produce the Tees Valley Local Aggregates Assessment.

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

Development Management Performance

3.32 Since 2013 the Government have set targets for the performance of Councils in respect of decision making on planning applications. Two reporting criteria, speed of decisions and quality of decisions, are measured. Performance on major applications from April 2024 to March 2025 was 96.99% of major applications determined within 13/16 weeks or subject to agreement. This is above the threshold of 60% (over a two year reporting period). During 2024/25, 93.91% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

3.33 In relation to quality of decisions, this is measured by the number of appeals allowed by the Planning Inspectorate against the number of application decisions in a specified period. The Government has introduced a threshold of 10% for both minors and major appeals. In 2024/25, the percentage of major and minor applications granted at appeal was below this threshold.

3 Monitoring plan making

Next Steps

- To prepare a new Local Plan and Minerals and Waste Plan, and ensure that the Council's documents reflect changes to national planning policy.

4 Sustainability and Design

Table 1 Sustainability and Design Indicators

Indicator		Output	Trend
SD1	Percentage of development in urban and coastal area	83% housing	Up (68%)
		10% employment	Down (100%)
SD2	Percentage of housing on Previously Developed Land (PDL)	10% PDL	Down (30%)
		90% greenfield	Up (70%)
	Percentage of employment on Previously Developed Land (PDL)	100% PDL	Same
SD3	Number of approved applications outside of development limits without justification under Policy SD3	3	Up (0)
SD4	Percentage of major applications that have submitted a design and access statement	100% of all relevant applications	Same
SD5	Number and nature of renewable energy schemes approved	3	Up (0)
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: Good	Same
		Marske: Excellent	Up (Good)
		Redcar (Stray): Excellent	Same
		Redcar (Granville): Excellent	Same
		Redcar (Coatham): Good	Same
		Redcar (Lifeboat Station): Excellent	Same
SD8	Number of developments approved in areas at risk of flooding contrary to Environment Agency advice	0	Same

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

4.2 Good quality design is critical for achieving sustainable development. The appearance of the built environment is important, but good design is 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 Sustainability and Design

Location of development

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

4.4 During the monitoring period 83% of housing development was in the main urban and coastal area (48% urban/35% coastal). This is an increase from 68% in 2023/24. 17% of housing development took place in the rural area, with 7% of the overall total in Guisborough. 90% of employment floorspace (E(g)/B2/B8) recorded as being completed during the monitoring period was in the rural area, following development of a manufacturing centre by British Steel at Skinningrove.

4.5 We will aim to maximise the re-use of previously developed land (PDL) and limit the unnecessary development of greenfield sites. However, it must be recognised that there are only a limited number of PDL sites available and that some sites may not be suitable for certain types of development. To meet needs some greenfield development will therefore be necessary. In 2024/25, 10% of housing development took place on PDL, a decrease from 30% in 2023/24. All employment floorspace completed was on PDL.

Development Limits

4.6 Development limits were drawn in the Local Plan to ensure that sufficient land within development limits was available to meet the borough's identified housing needs at the time the plan was prepared (based on the old standard methodology for assessing housing need). Exceptional criteria, as defined in Local Plan policy SD3, applied to most planning permissions granted outside of development limits during the monitoring period, however permission was granted for three developments where on balance development was considered acceptable despite not meeting these criteria. These were for a dwellinghouse and workshop at Lingdale Road, Boosbeck; temporary permission for a caravan at Loftus and permission for a dwellinghouse at Liverton where the adverse impacts of development, when accessed against the NPPF, were not considered to outweigh the benefits.

Climate Change

4.7 In March 2019 the Council acknowledged that while strong progress has been made to address the causes and impact of climate change in the borough and beyond there is much more that needs to be done. The impacts of climate change disproportionately affect our most vulnerable communities and the most vulnerable within communities; bold climate action is necessary to ensure climate resilience locally, nationally, and internationally. It is critical that commitments to net carbon neutrality and nature recovery are adopted and delivered across all sectors and communities. Action to mitigate and adapt to the impacts of climate change and develop nature rich communities, has been shown to deliver wide reaching co-benefits for health and well-being, nature recovery, and economic growth.

4.8 The Council therefore declared a 'Climate Emergency' and pledged to become carbon neutral by 2030. The Council's vision for sustainable carbon neutrality and climate resilience is set out in its Climate Change Strategy, adopted in 2021. This is available on the Council's website along with advice for residents, businesses, and visitors.

4 Sustainability and Design

4.9 Strong progress has already been made, as of 2025 Council emissions are down to 4,710 tCO₂e from 6,630 tCO₂e in 2022 (Scope One and Two emissions). The Council continues to upgrade lighting and heating, introduce renewables and increase the number of zero emission vehicles. Tree planting and other nature-based schemes are also ongoing.

4.10 Permission was granted for construction and operation of a solar photovoltaic development with a capacity of up to 49.9 MW with associated infrastructure and landscaping near Yearby and for two developments to provide solar panels on the roofs of buildings. Permission was also granted for a number of developments which included a renewable energy element, including solar voltaic panels and provision of air source heat pump. Many small scale renewables, such as solar panels may also have been undertaken under permitted development rights.

4.11 There are six water quality monitoring points along our coast. Classifications are made for each bathing water annually. In 2024, four of the sites were classed as excellent Redcar Granville, Redcar Stray, Redcar Lifeboat Station and Marske. The remainder, Coatham and Saltburn were classed as good. The Council has worked alongside dedicated partners and volunteer groups, such as Northumbrian Water, the Environment Agency, Keeping it Clean At Saltburn and the RNLI, to make sure the highest standards are being met. In 2025, both Saltburn and Redcar Life Boat Station beaches received Seaside Awards which are awarded to beaches which meet the highest standard of cleanliness.

4.12 Sewage waste in the Tees Valley is managed by Northumbrian Water, who operate a number of facilities across the area including the Regional Sludge Treatment Centre at Bran Sands. Sewage waste had previously been implicated in the eutrophication (nutrient enrichment) of the Tees Valley. Northumbrian Water is engaged in a continuous process of upgrading their various facilities to meet water quality targets.

Developer Contributions

4.13 The Council may secure developer contributions to fund necessary infrastructure and other community benefits required as a consequence of development. During the monitoring period contributions were received towards issues including affordable housing, education, health, highways and leisure. Contributions were also collected towards actions identified in the Teesmouth & Cleveland Coast Special Protection Area Recreation Management Plan.

Table 1 Economic Development Indicators

Indicator		Output	Trend
ED1	Amount of available employment land (Ha/gross)	Approx. 767ha	Amended indicator
ED2	Employment land developed	12.8ha	Up (1.78ha)
ED3	Total employment floorspace developed (by use class)	E(g): 584 m ²	Up (525m ²)
		B2: 5,612m ²	Up (0m ²)
		B8: 2,121m ²	Up (0m ²)
ED4	Loss of employment land to non-employment uses	0 ha	Down (0.1 ha)
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	11.2%	Down(12.1%)
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	7.0%	Down (8.2%)
ED7	In-Centre floorspace permitted (gross)	2,546m ²	Up (1,348m ²)
ED8	Out of centre floorspace permitted (gross)	1,137m ²	Down (2,660m ²)
ED9	Number of farm diversification schemes approved	2	Down (3)
ED10	Number of tourism/leisure facilities permitted	8	Down (11)
ED11	Unemployment rates	3.8%	Down (4.4%)
ED12	No. of sites/pitches approved	5	Up (1)
ED13	Percentage of people (16-64) with no qualifications (2024)	6.9%	Up (5.7%)
ED14	Percentage of people (16-64) meeting RQF2 level and above (2024)	85.6%	Down (88.4%)
ED15	No of applications for conversions from residential to tourist accommodation approved	0	Same (0)
ED16	No of equestrian developments approved	0	Down (1)

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

5 Economic development

Employment Land

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

5.3 Approximately 767ha (gross) of employment land is available within the borough. The vast majority of available land is for specialist uses at Wilton International and within the South Tees Development Corporation (STDC) Teesworks site. Following significant preparation and demolition work on the Teeswork site there has been a significant increase in available land. It should however be noted that site areas are gross and therefore the entire site would not be available to deliver development, furthermore some of this land may be earmarked for development or be within private ownership and not readily available for wider development.

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

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

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

5.7 Approximately 584m² of office space (E(g)) was delivered at Wilton and Skinningrove, where floorspace was part of a wider British Steel project to develop a manufacturing facility. 5,612m² of industrial (B2) development was completed, primarily at Skinningrove with a smaller development at South Bank, and 2,121m² of storage and distribution (B8) floorspace, again at Skinnigrove.

5.8 It should also be noted that changes to permitted development rights may result in the creation of office floorspace through change of use from another E use class without the requirement to apply for planning permission. Development that would create new employment floorspace has also been permitted over the monitoring period, and employment related developments have been under construction.

5.9 12.8 ha of land previously recorded as available has been reclassified as developed over the monitoring period with sites developed for a convertor station and a battery energy storage system at Wilton International.

Quality of Employment Land

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

Employment Rates

5.11 In April 2004 to March 2025, the unemployment rate (model based) in Redcar & Cleveland was 3.8%, a decrease from 4.4% in April 2023 to March 2024. This compared to a national rate (Great Britain) of 3.9% and a North East figure of 4.4%, both of which have remained at the same rate from the previous year.

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

Town and District Centres

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

Use Class Order

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

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

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

Table 2 Number of units in the town and district centres by use class (2025)

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	-	-	1	-	-	-	-
C1	-	2	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-

5 Economic development

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
	a)	-	-	-	-	-	-	-
C3	-	123	14	55	50	-	27	23
C4	-	2	-	-	-	-	-	-
E	a)	210	21	86	16	8	33	46
	b)	31	2	20	-	1	3	11
	c)	41	6	19	2	-	4	4
	d)	1	-	2	-	-	-	-
	e)	7	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	11	-	1	-	-	-	1
F1	-	15	1	9	1	1	1	2
F2	a)	-	-	-	-	-	-	-
	b)	-	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	46	3	17	2	1	3	3
	c)	1	-					
	n)	4	2	2	-	1	-	1
	p/q)	29	5	13	3	1	4	4
	r)	27	9	8	1	-	5	4
Total Units		553	63	238	78	14	82	103

Vacancy Rates and Unit Condition

5.16 Through the adopted development plan, the Council seeks to improve and protect the vitality and viability of its designated centres. The amount of vacant floorspace and number of vacant units within a centre is a good indicator of its health. Table 3 shows the amount of vacant commercial use floorspace as a proportion of the total floorspace for commercial uses. For the purposes of monitoring commercial uses are defined as all uses excluding housing uses (C2/C3/C4/HMO) apart from hotels and hostels (C1).

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

Centre	Floorspace (m ²)		% Vacant 2025 (% 2023/4)
	Total	Vacant	
Redcar	88,748	14,166	16.0% (16.2%)
Eston	7,431	345	4.6% (21.2%)
Guisborough	27,082	2,198	8.1% (8.7%)
Loftus	4,052	265	6.6% (10.4%)
Low Grange	20,089	0	0% (0%)
Marske	7,013	48	0.7% (1.7%)
Saltburn	10,362	1,407	13.6% (7.8%)
Total	164,778	18,429	11.2% (12.1%)

5.17 Over the reporting year, there was an overall decrease in vacant floorspace in the main town centres (as a percentage of commercial uses). Overall vacancy rates decreased to 11.2% in 2025 from 12.1% in 2024.

5.18 Following demolition of Eston Precinct, as part of work to create a new high-quality development, vacancy rates within the district centre have fallen from 21.2% to 4.6%. There were also decreases in vacant floorspace in Loftus where a number of projects have been undertaken to improve the High Street. In Redcar major construction has been underway to create a new venue which will include a new library with further improvements to the High Street. Redcar has the highest vacancy rate of the centres at 16%. The only town or district centre to experience an increase in vacant floorspace was Saltburn.

5.19 Table 4 shows that there are 104 vacant commercial units in the town and district centres. This is a small decrease from the previous year. The centre with the largest increase in vacant units was the borough's largest centre, Redcar. Eston saw the greatest decrease in the number of vacant units.

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

	2018	2019	2020	2021	2022	2023	2024	2025
Redcar	63	62	63	63	58	57	62	70
Eston	8	5	7	8	7	10	14	3
Low Grange	0	0	0	0	0	0	0	0
Loftus	5	5	7	6	6	5	6	5
Marske	1	1	2	3	1	1	2	1
Guisborough	10	12	19	22	16	16	16	14
Saltburn	5	3	2	2	3	7	6	11
Total	92	94	100	104	91	96	106	104

5.20 The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Table 5 shows the number of units in a poor or very poor condition in the reporting year. Since the previous reporting year there has been a decrease in the number of units in poor or very poor condition, with 11 fewer units in this condition.

5.21 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 programs where funding allows, taking account of the good design guidance set out within the adopted Shop Fronts and Advertisements SPD.

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

	Very Good	Good	Average	Poor/Very Poor	Poor/Very Poor 2023/24
Redcar	104	185	89	35 (8.5%)	39
Eston	11	23	10	5 (10.2%)	12
Low Grange	14	0	0	0 (0%)	0
Loftus	10	11	4	3 (10.7%)	3
Marske	22	24	7	1 (1.9%)	1
Guisborough	97	52	25	8 (4.4%)	9
Saltburn	31	25	16	5 (6.5%)	4
Total	289 (35.4%)	320 (39.2%)	151 (18.5%)	57 (7.0%)	68

Town Centre Use Permissions

5.22 There was an increase in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 2,546m² compared with 1,348m² in the previous period. The majority was within E uses, including retail and restaurant uses, and were changes of use.

5.23 Outside of the designated retail centres, permission was granted for 1,137 m² across a number of schemes which was lower than the previous year. The largest floorspace involved

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retention and extension of brewery/drinking establishment and addition of a restaurant/café at Longbeck Trading Estate in Marske.

Hot Food Takeaways

5.24 Policy ED3, of the Local Plan 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.

5.25 The Council's monitoring has shown that the policy has generally been successful in ensuring that there has been no further significant increase in the number of hot food takeaways within each of the borough's centres. The reporting year has seen a small decrease in the overall number of hot food takeaways within the designated centres following the loss of 3 units in Eston. Changes to percentages between years may also be due to changes in the overall number of commercial units (all units excluding housing (C3, C4 and HMO)) within the centre.

5.26 Permission was granted for a hot food takeaway within Eston District Centre to enable the relocation of a business from Eston Precinct to enable redevelopment of the area and a change of use from betting shop to restaurant and takeaway was granted on Westgate, Guisborough.

5.27 Outside of the designated centres, permission was granted for a change of use from car showroom to mixed use of hot food takeaway and car valeting centre at Liverton Mines.

Table 6 Number of Hot Food takeaway units

	Total commercial units	Number SG(r) units	Proportion of commercial units in SG(r) use
Brotton	16	3	18.8%
Carlin How	5	1	20.0%
Ennis Square	21	7	33.3%
Enfield Chase	8	1	12.5%
Eston	49	9	18.4%
Guisborough	183	7	3.8%
Loftus	28	1	3.6%
Low Grange	14	0	0%
Marske	55	5	9.1%
New Marske	7	2	28.6%
Normanby	37	3	8.1%
Nunthorpe	11	2	18.2%
Park Avenue	11	0	0%
Redcar	426	26	6.1%
Roseberry Square, Redcar	9	2	22.2%
Saltburn	80	5	6.2%
Skelton	33	1	3.0%
Total	993	75	7.6%

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

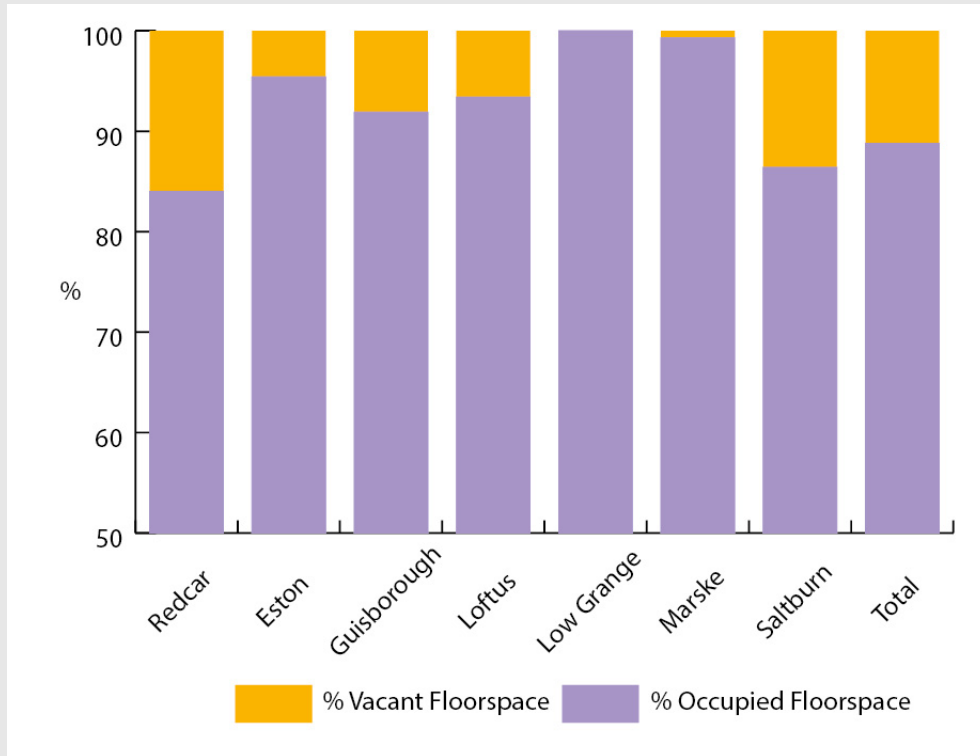
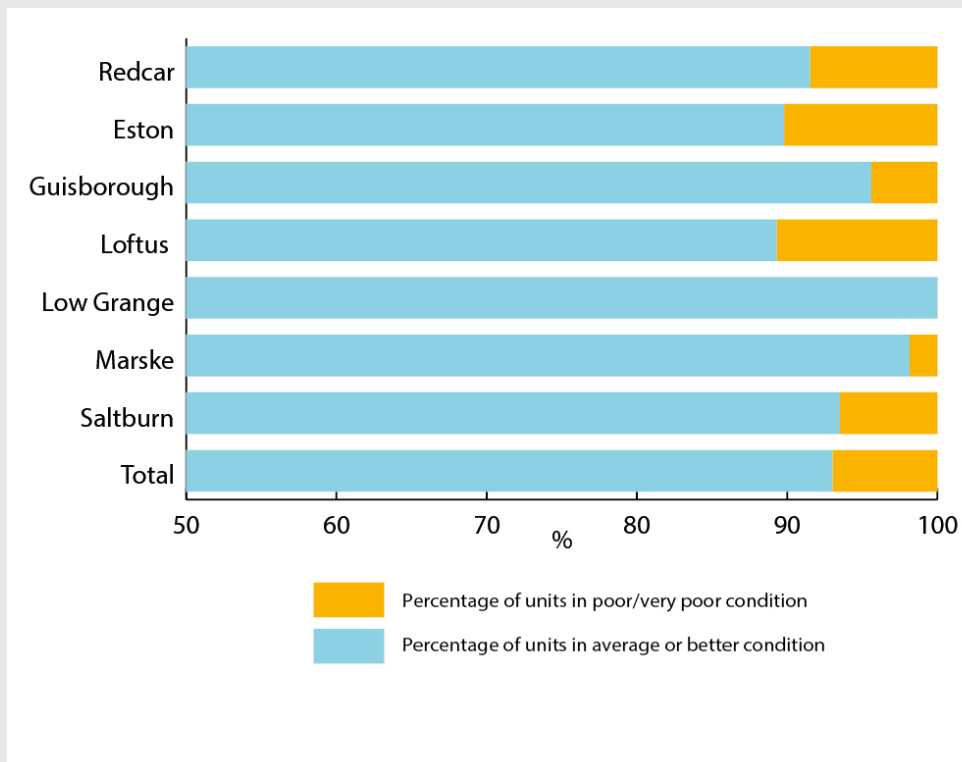
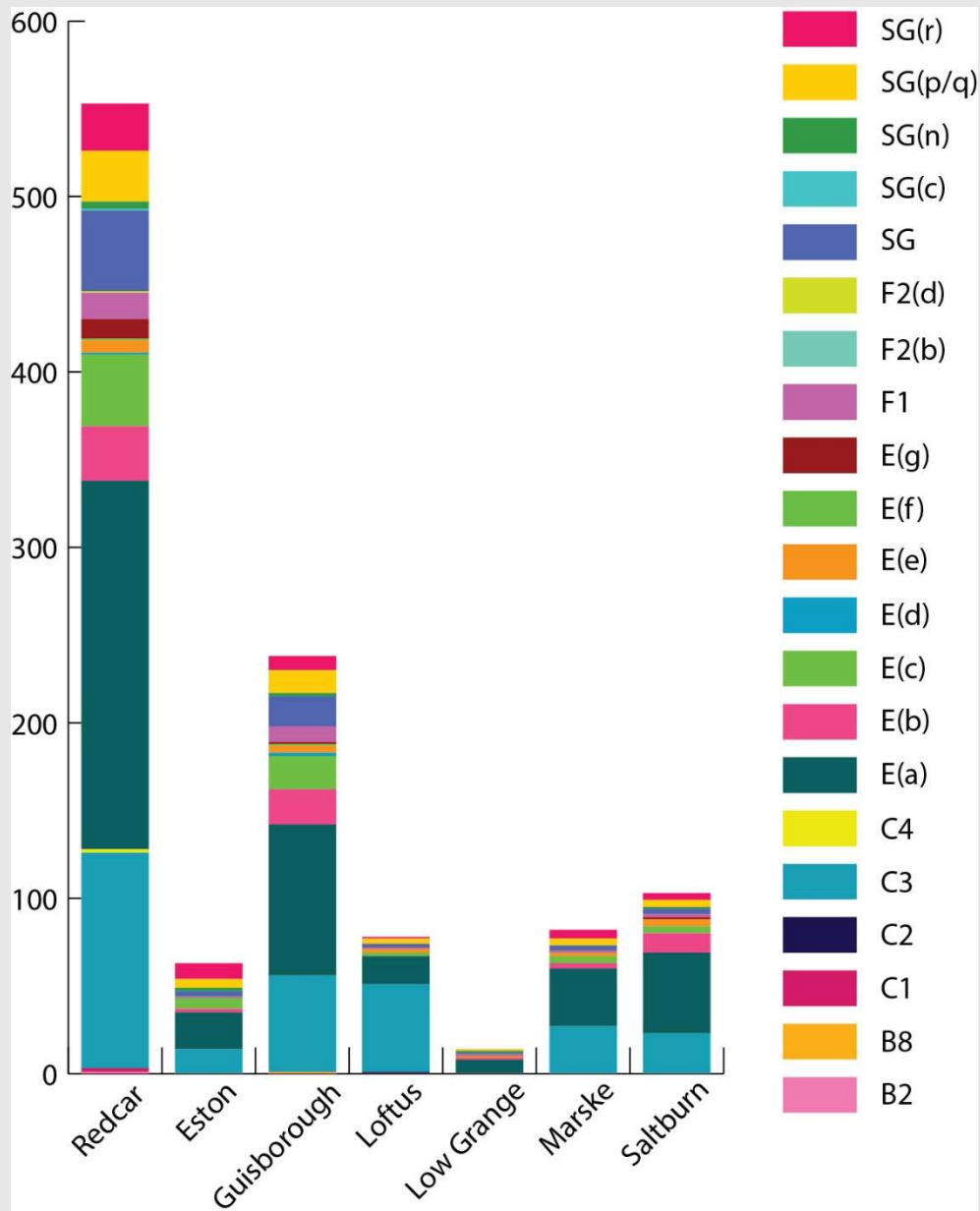


Figure 2 Percentage of units in poor/very poor condition in the town and district centres (commercial uses only)



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



Rural Development and Leisure and Tourism

5.28 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. Two farm diversification schemes were approved during the monitoring year, ten shepard's huts at High Farm near Newton under Rosberry and nine glamping pods at Barns Farm, Brotton.

5.29 Permission was granted for eight leisure and tourism schemes, the aforementioned holiday let schemes, a moveable shepard's hut at Fernlea, two glamping pods and dog exercise area at Stanghow and change of use of playing field to mixed-use playing pitch and caravan camping area at Redcar Rugby Club. Permission was also granted for conversion to holiday let of a Dovecote at Marske, an outbuilding to holiday let at Redcar and extension of Eston Leisure Centre to create a new swimming pool.

5.30 The Local Plan includes a number of policies to support leisure and tourism developments to attempt to grow the leisure and tourism economy and improve the facilities on offer for local people. This includes promoting and enhancing Kirkleatham as a leisure and tourist destination, enhancing visitor facilities on Redcar Seafront and improving the leisure and tourism offer of Guisborough as a gateway to the National Park.

Next Steps

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

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Table 1 Housing Indicators

Indicator		Output	Trend
H1	Number of net additional dwellings	427	Down (471)
H2	Number of new housing completions (gross)	441	Down (491)
H3	Number of housing completions on allocated sites	279	Up (223)
H4	Number of affordable dwellings delivered	257	Down (271)
H5	Number of subdivisions/conversions approved at appeal	0	Same
H6	Number of HMOs approved at appeal	0	Same

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

6.2 As discussed earlier, the Government have introduced significant reforms to the planning system. One of the key changes was the reintroduction of mandatory housing targets and revised planning practice guidance on assessing housing needs and guidance on setting housing requirement. A new standard method has been introduced whereby a 0.8% increase in the latest annual housing stock estimate assumes the baseline for the annual requirement, supplemented by an affordability adjustment where appropriate. This has resulted in a significantly higher requirement for Redcar & Cleveland, and currently (based on 2025 estimates) stands at 601 dwellings per annum. This change has had implications, particularly for the calculation of five year housing land supply.

Major Planning Applications

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

- R/2024/0354/FFM Former Normanby Hotel, 514 Normanby Road, Normanby, Middlesbrough, TS6 9BZ - mixed use development over 3 floors to include 5 retail units; restaurant and public house, and 13 residential apartments including balconies and associated car parking (revised scheme).
- R/2024/0196/RMM Land at Low Grange Farm, South Bank - reserved matters approval (access, appearance, landscaping, layout and scale) for 396 dwellings and garages with associated access, landscaping and ancillary works pursuant to planning consent R/2014/0372/OOM.

- R/2023/0861/FFM Land at Former Upsall House Care Home, Upsall House, Middlesbrough Road, Nunthorpe, Middlesbrough, TS7 0LD - demolition of existing care home, dwelling and ancillary buildings and erection of 10 detached dwelling houses.
- R/2021/0820/RMM Land South of Spencerbeck Farm, Normanby Road, Ormesby - reserved matters application (appearance, landscaping, layout and scale) following outline planning permission R/2019/0183/OOM for 49 dwellings.
- R/2023/0836/FFM Normanby Hall, Normanby Hall Park, Normanby, Middlesbrough, TS6 0HH - Change of use of former care home to 11 no. apartments, erection of 14 no. 2.5 storey dwellings and 7 no. 2 storey dwellings, including associated community spaces, car parking and infrastructure.
- R/2023/0536/FFM LAND ADJACENT 89 Broadway and 2 St Davids Road, Grangetown, Middlesbrough, TS6 7HS - erection of 28 bed HMO (contractor's only) two storey building with associated access; car parking & landscaping.

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

Housing numbers

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

6.6 Looking forward, the latest figures from the Office for National Statistics (ONS) sub-national population projections suggest that, based on a continuation of existing trends, the population of the borough would increase to 140,643 by 2032. The figures also project a significant increase in the retired population and decrease in the working age population during this period.

6.7 The Strategic Housing Market Assessment (2016) 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.

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6.8 Housing delivery performance is assessed against the government's annual Housing Delivery Test which covers the previous three financial years and measures performance against the Government's previous standard method for assessing housing need, rather than the higher target in the Local Plan or requirements based on the new standard method 2024. The latest published performance figure for Redcar & Cleveland is 645% (2023 measurement).

6.9 During the past 10 years, we have delivered new housing at an average rate of approximately 442 dwellings per annum (gross) and 412 dwellings per annum (net). The number of new homes completed (gross) decreased from 491 in 2023/24 to 441 in 2024/25. 279 of the dwellings completed within the monitoring period were allocated in the Local Plan (2018).

Table 2 Housing Delivery Summary Table

Year	Completions	Losses	Net
2015 - 16	335	122	213
2016 - 17	566	50	516
2017 - 18	431	9	422
2018 - 19	504	12	492
2019 - 20	384	21	363
2020 - 21	362	5	357
2021 - 22	454	19	435
2022 - 23	459	28	431
2023 - 24	491	20	471
2024 -25	441	14	427
2015 - 25 (total)	4,427	300	4127

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

- the authority should publish an action plan if housing delivery falls below 95%;
- a 20% buffer on the local planning authority's 5 year land supply if housing delivery falls below 85%; and
- application of the presumption in favour of sustainable development if housing delivery falls below 75%, subject to transitional arrangements.

Five Year Supply

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

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

targets. This assessment is based on requirements calculated using the NPPF (December 2024) and associated planning practice guidance.

6.13 As detailed in the most recent Five Year Housing Land Supply Assessment (June 2025), using the Government's standard methodology, the total five-year requirement is 3,155 dwellings, which is equivalent to 631 per annum.

6.14 The latest MHCLG data (May 2025) shows an estimated stock of 66,920 dwellings in the Borough. Applying the 0.8% stock multiplier results in an initial annual baseline of 535 dwellings. The ONS five year median house price / workplace earnings ratio (2025) is 5.41. As such, an affordability adjustment is required; this equates to 1.07 which increases the annual baseline to 601, equivalent over five years to 3,005. Adding the supplementary 5% buffer increases the requirement to 3,155.

6.15 The deliverable five-year supply in the period from 1 April 2025 to 31 March 2030 is estimated at 1,901 dwellings, and reflects the position in early June 2025. The estimated supply is equivalent to 380 dwellings per annum and equates to 3.01 years supply against the stock-based target of 3,155 (631 per annum).

6.16 The estimated supply would be equivalent to 380 dwellings per annum, which is between 8- 15% below average annual net delivery rates over the last 3, 5 and 10 year periods (443, 425 and 412) respectively.

6.17 Most of the deliverable supply (65%) would be on existing development sites (excluding 24 recorded starts on smaller sites for fewer than 5 dwellings under development). A further 14% would be on 12 sites with detailed permission, and 8% would be on two unpermissioned allocation sites. Further details are included in the Five Year Land Supply Assessment.

6.18 As a five year supply cannot be evidenced, NPPF Para 11d would need to be engaged in determining housing applications which are in conflict with the development plan. This would apply until such time as the capacity was increased to the effect that a deliverable five year supply could be demonstrated. Given that the estimated shortfall exceeds 1,200 dwellings and the baseline requirement (i.e. the total housing stock) is highly unlikely to fall in any given year, achieving that scenario would require further suitable and deliverable sites to be brought forward including mixed tenure schemes or other multiple developer sites where relatively high annual completion rates can be assumed. We will aim to achieve this by bringing sites forward through the new Local Plan.

6.19 The supply estimate is considered achievable given that:

- It is below actual net completion rates in recent years and over the course of the current plan period.
- Most of the supply would be on existing development sites and other schemes proposed by major housebuilders.
- No allowance has been made for completions on large windfall sites, including greenfield sites outside development limits where applications may be (or currently are) anticipated on the basis that a five-year supply can no longer be evidenced.

6.20 The table below shows yield broken down by planning and development status. More detailed analysis is available in the Redcar and Cleveland Five Year Housing Land Supply Assessment 1 April 2025 -31 March 2030.

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Table 3 Estimated Deliverable Supply Summary 202/526-2029/30

Supply Component (Base Date 31.03.25)	Sites	Deliverable Supply 2024/25 - 2028/29	Balance to Year 6	Balance
Under Development ⁽¹⁾	11	1,674	1,264	407
Detailed Permission	12	275	275	0
Reserved Matters Application (5+ dwellings)	2	90	90	0
Outline Permission	1	24	24	0
Deliverable Unpermissioned Allocations	2	187	157	30
Smaller Permissions (fewer than 5 dwellings net)	90	86	86	0
Minor Windfall Allowance (average 30 p.a. net)	-	5	5	-
Total		2,341	1,901	437

1. (as recorded at 31 March 2024 and excluding 24 recorded starts on smaller schemes of less than 5 dwellings net)

Brownfield Land Register

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

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

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

Affordable housing

6.24 House prices in the borough remain lower than some other parts of the UK. According to ONS figures the median house price in the borough in September 2024 was £160,000, an increase from £158,000 in the previous year. This figure was the second highest in the Tees Valley behind Stockton on Tees where the median house price was £165,000.

6.25 Nonetheless, many first time buyers and households with marginal incomes are still unable to afford their own property. In addition, pressures on the existing social housing stock have increased as households attempt to access affordable housing.

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

sales housing, and other affordable routes to home ownership such as shared ownership or rent to buy.

6.27 During 2024-25 there were a total of 257 units of affordable housing delivered in the borough, a slight decrease from 271 in the previous year. The majority of the units were delivered in large developments in the areas of South Bank, Normanby, and Redcar, and in smaller developments in Guisborough. There was a general mixture of house types delivered across these schemes, including detached, semi-detached, terraced, flats and bungalows.

Gypsies, Travellers and Travelling Showpeople

6.28 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.

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

Table 4 Need for Additional Pitches

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

6.30 Using this evidence as a baseline, the Council continues to monitor the need for pitches within the borough by monitoring unauthorised encampments and keeping track of the number of pitches available at the designated site at The Haven, South Bank.

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

6.32 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.

6.33 During the 2024/25 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

Self-Build and Custom Build Register

6.34 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.

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6.35 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.

6.36 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.

6.37 The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2025 (base period 10), no further entries were added leaving the total currently on the register at fourteen.

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

Table 5 Self and Custom Build Register Entrants

Base period	2016 (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	2024/25 (10)
Individual	2	4	0	3	1	1	0	1	0	0
Group	0	0	0	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0	0	0	0
Base period total	2	6	0	3	1	1	0	1	0	0
Running total	2	8	8	11	12	13	13	14	14	14

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

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

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

6.42 The table below details that by October 2025, permission had been granted for ten self-build plots, three plots less than the current requirement under the duty and four plots less than the current number of entrants on the register. The Council will support appropriate applications for self and custom build plots within the borough where they will help to meet the needs identified by the register.

Table 6 Suitable Self and Custom Build Permissions

Base period	2016 (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	2024/25 (10)
Individual	0	0	6	0	0	1	1	2 ⁽¹⁾	0	0
Group	0	0	0	0	0	0	0	0	0	0
Base period total	0	0	6	0	0	1	2	0	0	0
Running total	0	0	6	6	6	7	8	10	10	10

1. entry added 23/24

Next Steps

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

Table 1 Environmental quality Indicators

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	5	Up (4)
EQ2	Number of applications permitted in sensitive landscape areas	9	Same
EQ3	Number of applications permitted in historic landscape of the Eston Hills	0	Same
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	2,500m ²	Up (993m ²)
EQ5	Amount of new open space approved	0 ha	Same
EQ6	Percentage change in area of designated biodiversity sites	0%	Down (0.02%)
EQ7	Number of heritage assets classified 'at risk'	5 Listed Buildings/ Structures/ Places of Worship	Same
		7 Scheduled Monuments	Same
		2 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	3	Same
EQ9	Total amount of waste collected (tonnes)	63,536 tonnes(Municipal)	Down (67,728)
		53,107 tonnes(Household)	Down (57,167)
EQ10	Percentage of household waste arising by management type	65.02% Energy recovery	Down (65.42%)
		14.74% Recycled (dry)	Up (12.96%)
		16.0% Composting/Aerobic digestion	Down (19.25%)
		8.6% Landfill	Up (7.12%)
EQ11	Number of planning applications approved for leisure facilities	5	Up (3)
EQ12	Number of applications approved in strategic gaps/green wedges	1 strategic gap/2 green wedge	Down (4/4)
EQ13	Loss of open space in conservation areas	0	Same

7 Environmental quality

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

Heritage Assets

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

7.3 Historic England's Heritage at Risk Register provides a record of historic places most at risk and in need of support. In 2025, the number of Grade I and II* listed buildings on the Historic England at Risk Register has remained at four with one listed place of worship. Included on the list are:

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

7.4 Following work and regeneration at Kirkleatham this Conservation Area has been removed from the Register, although three Grade II* buildings remain at risk.

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

7.6 The number of scheduled monuments on the register remained at seven:

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

There were two Conservation Areas on the register:

- Loftus
- Coatham

7.7 Work is ongoing to improve Loftus High Street and Zetland Road, with the re-introduction of traditionally styled timber shopfronts. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan Supplementary Planning Document (SPD) was adopted by the Council in April 2024. An updated draft of Coatham's Character Appraisal is complete and a draft Conservation Area Management Plan for Coatham is under internal review. An updated appraisal and management plan for Guisborough have been completed and the town centre is also benefiting from the shopfront enhancement project. Updated character appraisals and management plans for all conservation areas (outside of the National Park) are intended to follow.

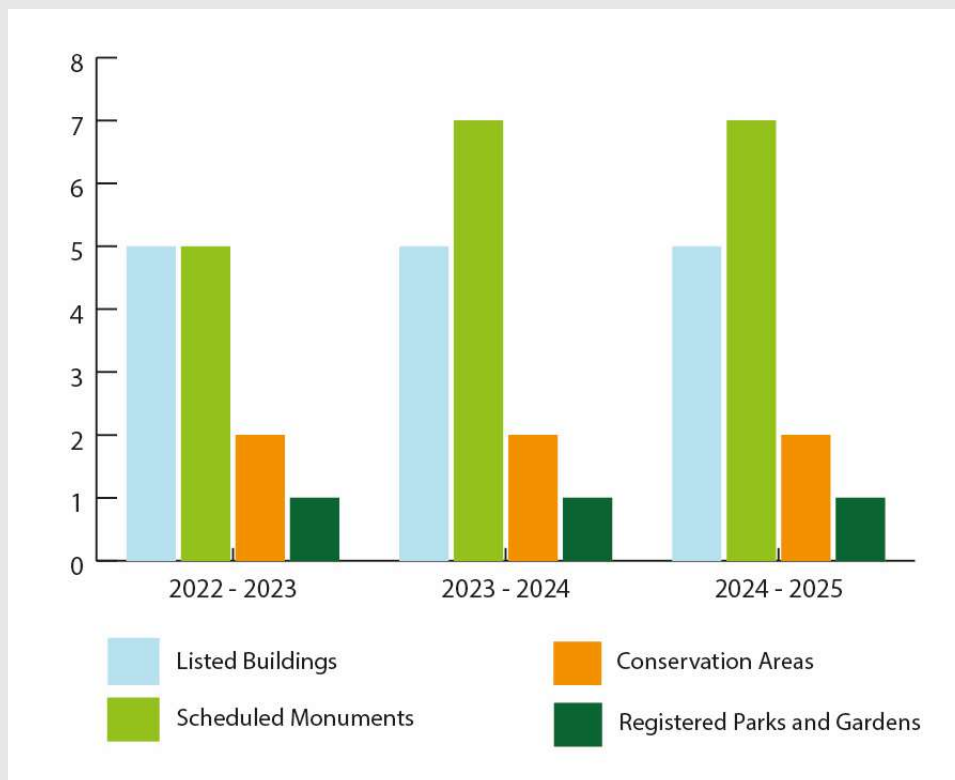
7.8 The Council completed the Saltburn Conservation Area Management Plan in October 2019 and in September 2021 an Article 4 Direction, which removes certain permitted development rights, and Local Development Order (LDO) came into force covering the Conservation Area.

The LDO seeks to encourage sympathetic alterations to be carried out to properties in the conservation area by allowing specified alterations without planning permission.

7.9 Saltburn Valley Gardens remains at risk, a Grade II registered Park and Garden remains on the at Risk Register, with issues including path and step subsidence and unmanaged tree and shrub growth, primarily due to the steeply sloping nature of the site.

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

Figure 1 Heritage at Risk



Heritage Coast and Sensitive Landscape Areas

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

7.12 During the monitoring period, nine applications were approved for development in sensitive landscape areas including a holiday park, coffee kiosk, installation of cameras, extensions of existing buildings and conversion of a garage. Five of the applications were also in the Heritage Coast. The impact of these proposals on the Heritage Coast was judged to be acceptable.

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

7 Environmental quality

Open Space

7.14 Recreational facilities, including outdoor play space, informal open space and built recreation facilities are important to local communities for their recreational amenity and their impact on the quality of the environment.

7.15 During the monitoring period permission was granted for developments on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for change of use of playing field at Redcar Rugby Club to a mixed-use playing pitch and caravan camping area. While this would result in the loss of 2.5 ha of open space, the application states that the change of use would not 'generally' affect operational sporting activities and the scheme accords with N3 through the additional income generated helping to sustain and enhance facilities at the club and not detrimentally affecting the amenity of the surrounding area.

7.16 Permission was also granted for the extension of a café at Redcar Boating lake. While the area is designated as an open space the small scheme would not affect usable open space. Permission was also granted for a number of schemes which would improve open spaces including improvements to facilities at Eston Recreation Ground, Ben Scott Playing Fields and provision of high ball nets at Marske Cricket Club.

7.17 During the monitoring period environmental improvement projects have continued to take place across the borough, including management of our Local Nature Reserves and green spaces.

Biodiversity

7.18 Redcar and Cleveland is home to a wide range of biodiversity and designated sites including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar Sites, a number of Sites of Special Scientific Interest and a number of locally important sites.

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

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

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

7.22 Local Sites can be Local Wildlife Sites or Local Geological Sites. They are the non-statutory conservation sites which do not have legal protection but have policy protection through the Local Plan.

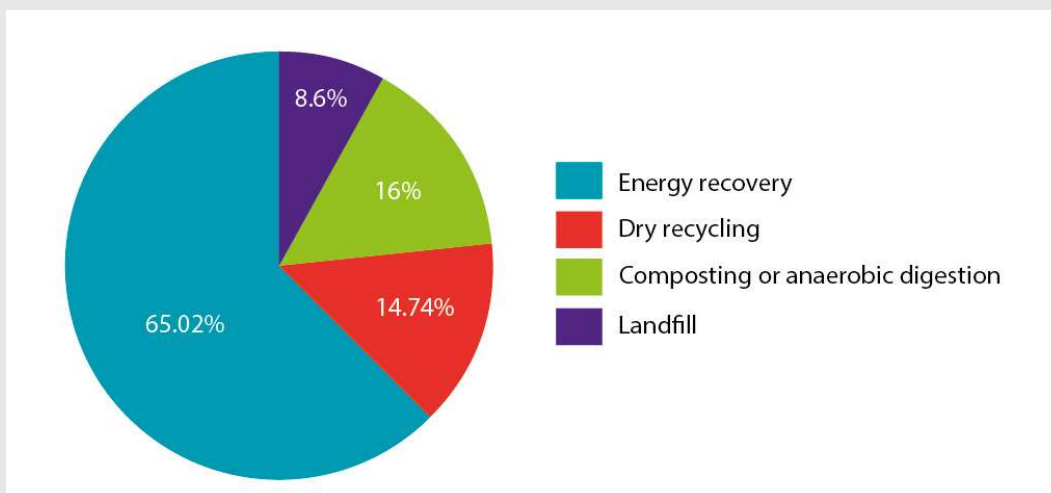
Minerals and Waste

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 last updated in November 2023. The LAA explains that there is expected to be a continued reliance on imports of primary aggregates from North Yorkshire and other areas of the North East, particularly in the short to medium term. It is therefore important to continue to liaise with authorities which export aggregates to the Tees Valley.

7.24 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. Understanding the destination of waste helps to ensure that our policies are helping to achieve this aim. In 2024/25, 63,536 tonnes of municipal waste were collected, a decrease from 67,728 tonnes in 2023/24 and similar to 63,802 tonnes collected in 2022/23. A total of 53,107 tonnes of household waste was collected in 2024/25, a decrease from 57,167 tonnes in 2023/24.

7.25 The percentage of household waste sent to landfill increased slightly to 8.6% from 7.12% in the previous year. There was a small increase in the percentage of waste sent for recycling and decrease in waste sent for composting or anaerobic digestion. The amount of waste sent for energy recovery decreased slightly to 65.0% from 65.42% in the previous year.

Figure 2 Household waste by management type 2024/25



7.26 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. Marine aggregates continue to be landed at wharfs on the River Tees. No permissions were granted for new minerals or aggregates development during the monitoring period.

7 Environmental quality

Leisure and recreation facilities

7.27 Within the year permission was granted for a number of leisure/recreation developments including improvements to Eston Recreation Ground, change of use to form outdoor learning and activity area and extension of Eston Leisure Centre for provision of a new swimming pool

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

Next Steps

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

8 Transport and community infrastructure

Table 1 Transport and Community Infrastructure Indicators

Indicator		Output	Trend
TCI1	Number of major applications requiring travel plans	3	Up (2)
TCI2	Number of people killed or seriously injured in traffic accidents	2/36	Down (2/45)
TCI3	Bus patronage	2.86 million	Up (2.85 million)
TCI4	Number of new community facilities permitted (F1/F2)	3/1	Amended indicator
TCI5	Number of community facilities lost (F1/F2)	1/0	Amended indicator
TCI6	Annual rail patronage	1.12 million	Up (1.06 million)
TCI7	Length of improved path	765 metres	Down (2,995 metres)

8.1 This section seeks to reflect on the Council's delivery of the transport policies within the Local Plan and Local Transport Plan, together with the delivery of new community infrastructure in the borough. The chapter will focus on developments which have taken place and outline any new projects.

Transport

8.2 The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward improvements. Implementation of the Local Transport Plan and Local Plan will help to create sustainable and active communities, including through improving safety and health.

8.3 Bus patronage within the borough was in decline for many years, before a very sharp decline during the COVID-19 pandemic. In 2024/25 there were approximately 2.86 million bus journeys in Redcar and Cleveland. This was a small increase from 2023/24, although still well below 3.35 million journeys in 2019/20. The Council will continue to promote sustainable forms of transport to help stem the decline in the use of these modes of transport.

8.4 According to Office of Rail and Road estimates of station use, in 2024/25 there were 1,128,266 entries and exits of passengers in the eight stations in Redcar and Cleveland. This was another yearly increase from 1,061,106 in 2023/24. The borough's busiest station was Redcar Central with 411,366 entries and exits recorded.

8 Transport and community infrastructure

8.5 In 2024/25, there was 765m of improved Public Rights of Way path, including 590m of public bridleway between Aldenham Road and Enfield Chase in Guisborough, 25m of public footpath near to Huntcliffe Drive, Brotton and 150m of England Coast path (public footpath) between Marske and Saltburn.

8.6 The Council delivered various traffic management schemes in the year including an improved zebra crossing in Dormanstown, a speed reduction scheme in Yearby and a resident requested safer streets scheme at Woodhouse Road, Guisborough. In addition we upgraded the traffic signals at the junctions at Coatham Road and at Station Road as well as those at Saltburn Lane rail bridge underpass.

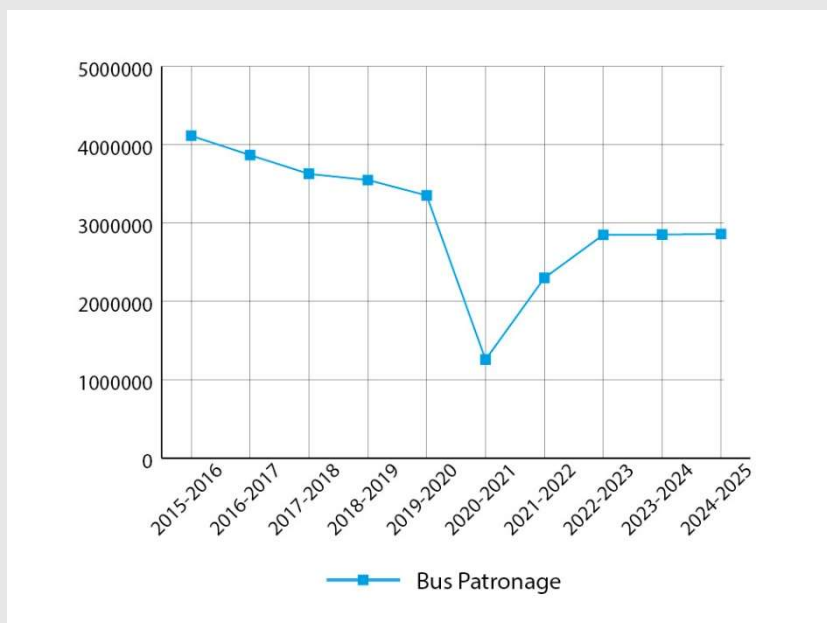
8.7 We continued to maintain our roads to a high condition. We proactively changed our survey technique ahead of time to follow the latest national guidance (due 2026/27) which means the data is not comparable with previous years. The technique allows the Council to better target funding in a rolling 5-year programme. Our A road requiring repair statistic remained at 1%. Major maintenance schemes delivered in year included the A174 between Guisborough and Charltons, sections of the A174 Lazenby Bypass, the A1085 Thrush Road in Redcar and the A174 at Easington.

8.8 In 2024/25 we commissioned a programme of structures inspections to ensure that we continue to inspect our structures assets according to national guidance and to keep our transport network safe and available to use. We obtained further analysis about South Bank Station Footbridge which resulted in us proactively closing the footbridge for safety reasons (the bridge remains closed pending agreement with the Tees Valley Combined Authority and Network Rail). We asked specialist consultants to start the design of the repair of Upleatham Bridge in the year (subsequently the repair has been made in 2025/26). Assessment reports were also obtained to inform future works on Layland Bridge in Skelton, Tees Dock Road Bridge, Lord McGowan Bridge, Station Road Bridge and the Branch Street Underpass.

8.9 We also worked with the Tees Valley Combined Authority to prepare improvements to the transport network especially for pedestrians, cyclists and bus users. We introduced three new bus shelters including one at a new stop that better serves the Redcar Primary Care Hospital.

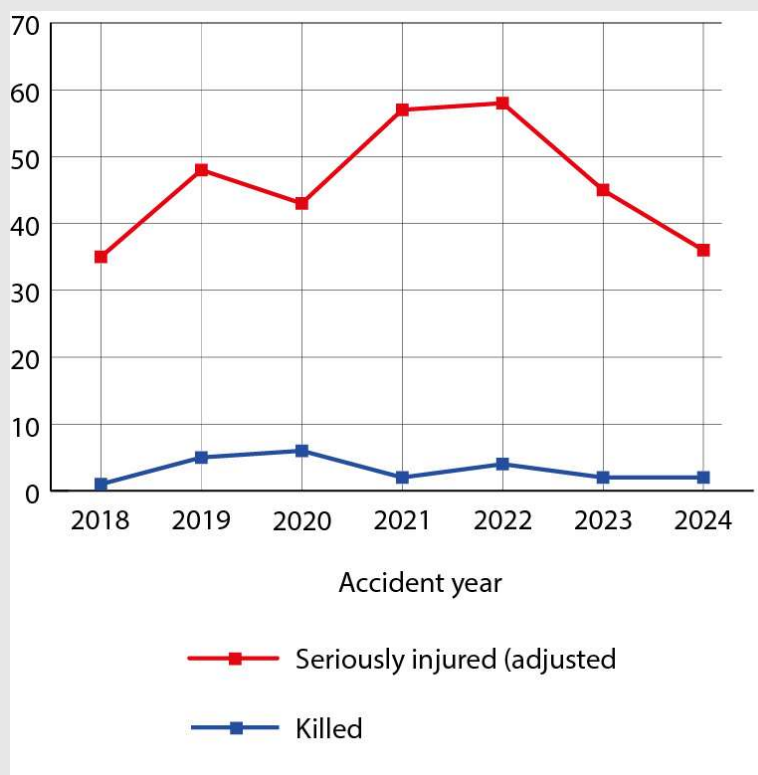
8 Transport and community infrastructure

Figure 1 Bus Patronage



8.10 .Through policies in the Local Plan and Transport Plan we aim to create and support communities which are safe and accessible. According to latest Department for Transport figures the number of people killed in traffic accidents remained at two, while the number seriously injured in traffic accidents (adjusted) decreased to 36 in 2024.

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



8 Transport and community infrastructure

Community Facilities

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

8.12 Within the monitoring period permission was granted for a new gospel hall building in Guisbrough (F1) and change of use from place of worship (F1) to mixed use restaurant with bar and event space (F2) at Saltburn Methodist Church. Permission was also granted for redevelopment of Skelton Primary School and additional nursery space at Ings Farm Primary School in Redcar.

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.

Table 1 – Use classes

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)	
	b)	Food and drink (mostly consumed on premises)	
	c)	Services (financial, professional)	
	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 law court	D1
F2 – Local community uses	a)	Small shop (up to 280 sq. m.) selling essential goods with no other facility	
	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) scrapyard, (h) hostel, (j) nightclub, (m) casino, (n) betting shop, (o) pay day food, (r) hot food takeaway, (s) music venue, (t) cinema, (u) concert hall, (v) bingo hall, (x) dance hall.	Pub was A4 Cinema etc. was D2

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