



**REGULATORY COMMITTEE**  
**WEDNESDAY, 1 MAY 2024 AT 10.00 AM**  
**CIVIC CENTRE, RIDLEY STREET ,REDCAR, TS10 1TD**

**CONTACT**  
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Tuesday, 23 April 2024

**CIRCULATION**

Councillors T Learoyd (Chair), J Neal (Vice-Chair), R Clark, M Fletcher, M Head, S Martin, M O'Donoghue, A Oliver, L Pallister, C Quartermain, Stuart Smith, P Thomson and J Thompson  
All Members of the Council (for information)  
Managing Director (Head of Paid Service)  
The Press [except for Confidential item(s)]

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**A G E N D A**

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**REGULATORY COMMITTEE**

A meeting of the Regulatory Committee was held on Wednesday, 3 April 2024 at the Civic Centre, Ridley Street, Redcar, TS10 1TD.

**PRESENT** Councillor T Learoyd (Chair)  
Councillors R Clark, M Head, S Martin,  
M O'Donoghue, L Pallister, C Quartermain,  
S Smith, J Symon and P Thomson.

**OFFICIALS** A Carter, E Dale, C Griffiths, E Garbutt,  
M Lawton, R Meadows, A Miller and J White.

**IN ATTENDANCE** Councillors Brown, Grogan and Rider.

**APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors M Fletcher, J Neal, A Oliver and J Thompson.

113 **DECLARATIONS OF INTEREST**

No declarations of interest were received.

114 **TO CONFIRM THE MINUTES OF THE MEETING HELD ON 7 MARCH 2024**

**RESOLVED** that the minutes of the meeting held on 7 March 2024 be confirmed and signed by the Chair as a correct record.

115 **TO NOTE THE ATTENDANCE MATRIX FROM THE LAST MEETING**

**RESOLVED** that the attendance matrix be noted.

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116 **R/2023/0818/F3M EXTENSION OF EXISTING LEISURE CENTRE FOR PROVISION OF A NEW SWIMMING POOL FACILITY (INCLUDING LEARNER POOL) INCLUDING CHANGING AREAS; PLANT AND MACHINERY EQUIPMENT ESTON LEISURE CENTRE NORMANBY ROAD NORMANBY**

The officer summarised the officer report which had been pre-circulated.

Members sought clarification around the following matters;

- Was the floor plan of the new building larger than the old building;
- How were you intending providing cycle facilities as stated in condition 12?
- How would cycle storage be provided within the leisure facility in accordance with Sustran guidance?
- Were they looking for carbon neutrality in terms of modifications?;
- Has cycle parking been removed from the gym side of the leisure centre;
- Was it intended to make any modifications to the cycle lanes?
- Can we consider e charging points?

Members questioned the supporter on the following points

- Could you outline the energy efficiency provisions on the building?
- How much would insulation and triple glazing reduce the running costs?
- Can we assume that the development would be net zero if it were not for the limited budget?
- Climate change was problematic and the Council Policy was to be carbon neutral by 2030. What changes would be required to make the development carbon zero?

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

- Part of the scheme was to provide a facility which had previously been lost at the Leisure Centre;
- There was some difficulty in getting swimming pools to be net zero but we have got it as low as possible;
- The thick insulation was better than standard, the micro filtration new system in the pool was much more energy efficient; the use of heat pumps and we are all electric;
- We have looked at all materials for sustainability;
- The ventilation requirements were being looked at;
- We have done everything we can do bearing in mind this was an extension onto an existing Leisure Centre;

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Members questioned the agent on the following points:-

- Have you any experience where the development was not an extension and was carbon zero;
- Even if the development was approved today I would request the information on what would be required to make the development carbon neutral. It is our duty to encourage the implementation of our 2030 Policy.

Members debated the application and made the following comments:-

- The residents of TS6 had waited years for this facility and this had incurred parents in extra costs and made other centres busier;
- The development was not 100% carbon zero but it was as close as possible as it could be;
- This would give health benefits which were needed;
- Disappointed that we have not got the full facts;
- A swimming pool was a huge energy user and not sure it would ever be carbon neutral;
- The proposal was within development limits and would enhance a sports and community facility;
- The scale and design was acceptable and would not have an adverse impact on the street scene.

**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 (ELC-GT3-Z1-00-DR-A-90100-RevP06) received by the Local Planning Authority on 01/02/2024  
Proposed Site Plan (ELC-GT3-Z1-00-DR-A-90001-RevP08) received by the Local Planning Authority on 01/02/2024  
Ground Floor Plan (ELC-GT3-Z1-00-DR-A-08000-RevP05) received by the Local Planning Authority on 01/02/2024  
Mezzanine Level Plan (ELC-GT3-Z1-01-DR-A-08001-RevP03) received by the Local Planning Authority on 01/02/2024  
Proposed roof plan (ELC-GT3-Z1-RF-DR-A-08002-RevP03) received by the Local Planning Authority on 01/02/2024  
Proposed Elevations (ELC-GT3-Z1-ZZ-DR-A-08201-RevP03)

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received by the Local Planning Authority on 01/02/2024  
Existing and Proposed Levels (ELC-OOB-Z0-00-DR-L-90010)  
received by the Local Planning Authority on 01/02/2024  
Cross Section (ELC-GT3-Z1-ZZ-DR-A-08300-RevP03) received by  
the Local Planning Authority on 01/02/2024  
Proposed Landscaping Plan (ELC-OOB-Z0-00-DR-L-90001)  
received by the Local Planning Authority on 01/02/2024  
Proposed Planting Strategy (ELC-OOB-Z0-00-DR-L-90040)  
received by the Local Planning Authority on 01/02/2024  
Typical Landscape Details (ELC-OOB-Z0-00-DR-L-90511) received  
by the Local Planning Authority on 01/02/2024  
Fencing Details (ELC-OOB-Z0-00-DR-L-90521) received by the  
Local Planning Authority on 01/02/2024  
Flood Exceedance Plan (ELC-BGP-Z0-SL-DR-C-52-52102)  
received by the Local Planning Authority on 01/02/2024  
Impermeable Surface Plan (ELC-BGP-Z0-SL-DR-C-52-52101)  
received by the Local Planning Authority on 01/02/2024  
Drainage Plan (ELC-BGP-Z0-SL-DR-C-52-52130) received by the  
Local Planning Authority on 01/02/2024

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

3. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Plan" dated "December 2023". The drainage scheme shall ensure that foul flows discharge to the combined sewer at or immediately downstream of manhole 9603 and ensure that surface water also discharges to the combined sewer between manholes 9603 -9602. The surface water discharge rate shall not exceed the available capacity of 5l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

4. The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) ELC - GT3 - Z1 - 00 - DR - A - 90001 - RevP08 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
  - a) Provision of a footway at a depth of 5m along the site frontage on Normanby Road;
  - b) Renewal of any damaged kerbs;
  - c) Introduction of tactile paving as required for any crossing facilities; and,
  - d) Radii and resurfacing as required at both access junctions to the

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north west and south west of the site.

Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for local plan policy and sections 9 and 12 of the NPPF.

5. 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, and where remediation is necessary a remediation scheme must be prepared 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

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development.

REASON: To ensure the suitable reporting and remediation of any contamination found on site.

6. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

7. The cumulative impact from all fixed plant shall not exceed the background sound level at nearby noise sensitive receptors when rated according to BS 4142 as stated in section 6 of the noise impact assessment. These levels shall be verified before the any use commences.

REASON: In the interest of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants

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which within a period of ten 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.

9. 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.

10. 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.

11. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
- a) Routing of construction traffic, including signage where appropriate;
  - b) Arrangements for site compound and contractor parking;
  - c) Measures to prevent the egress of mud and other detritus onto the public highway;
  - d) A jointly undertaken dilapidation survey of the adjacent highway;
  - e) Program of works; and,
  - f) Details of any road/footpath closures as may be required.
- The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a



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manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

12. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings must show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

Reason: To promote use of cycles reducing traffic congestion and in the interests of the amenities of residents to ensure a satisfactory form of development having regard for Local Plan policy and sections 9 and 12 of the NPPF.

117 **R/2023/0793/ESM HYBRID APPLICATION TO INCLUDE DETAILED PLANNING PERMISSION FOR THE ERECTION OF STEEL MANUFACTURING FACILITY (ELECTRIC ARC FURNACE) AND OUTLINE PERMISSION FOR ASSOCIATED BUILDINGS, APPARTUS AND INFRASTRUCTURE (ALL MATTERS RESERVED) BRITISH STEEL LACKENBY WORKS REDCAR**

The Officer summarised the officer report which had been pre-circulated.

Members sought clarification around the following matters;

- Why had the National Highways Agency recommended that the application should not be approved until 19 April 2024;
- Specific reference was made to the holding resolution being removed and conditions to be added;
- Conditions 14 and 17 required further information so how did that effect our decision today;
- The conditions in respect of drainage and highways needed to be adhered to;
- Aware of previous pollution on the land and the Environment Agency had expressed concern with regard to pollution. Was steel slag storage going to be under cover and would this be part of the material or outline permission?
- Northumbrian Water and the Environment Agency had many concerns regarding the potential for pollution, how would this be mitigated and managed?

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- The drains and sewers on the site were to be transferred to private ownership however no details were given;
- There were many details to be brought together which was demonstrated by the number of conditions;
- Given the complexity of all the conditions and requirements and subject matters covered concerned about the ability of the department to cope with the interpretation of the details required before the conditions were fulfilled;
- Were the timescales contained within some of the conditions relevant since the application had already been delayed before coming before Members;
- The wording of condition 8 was woolly with no clear objective. Would it be possible to tighten up the wording?
- The Travel Plan condition was not clear and would like to see it tightened early on so that they were not made up later;
- Every aspect of the report had conditions attributed to it which demonstrated that we were trying to make the development as safe as it could be for the area;
- The development would bring jobs to the area;
- If any of the conditions were broken by the Company would they be brought to account?

A supporter was present at the meeting and made the following comments;

- The development would generate significant employment to the area and bring back the heart of the industrial heritage;
- Steel production had made a significant contribution to Teesside and it was important to secure its retention in the area;
- This development would provide a significant boost to the area and would contribute to the development of cutting edge technologies;
- The electrification of the process decarbonised the process by 75%;
- For future decades we would lead with our technologies;
- We required swift and decisive action;
- Development would be over many years as all technologies moved on and were radically improved;
- Could reduce emissions in a short period;
- There would be construction jobs and ongoing jobs created plus many others in the supply chain;
- The company were looking to the future.

Members questioned the supporter on the following points;

- Was steel production currently taking place at Scunthorpe?

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- What environmental issues occurred here which made it better than other areas of the Country considering the potential for new build;
- This development was more environmentally friendly than many similar builds;
- This was a huge project and the amount of conditions recognised our concerns. Can you reassure us that you were working with the Council and other authorities to meet these conditions;
- Where was steel produced at the moment and was it being used in the Rolling Mills?
- If the application were to be refused what would happen to the Lackenby Mill?
- How many people do you currently employ in the area?
- This was not the type of steel that Teesside had previously been famous for?
- Would the scrap emanating from the Teeswork site be utilised?
- The Electric Arc Furnace was an opportunity to produce specialist steel;
- How would steel slag be stored and was it part of the material considerations or the outline application?
- Can you clarify water distribution and disposal?
- The Tees had a history of being polluted however in the last few years we had been interested in trying to sustain much cleaner waterways;
- Monitoring pollutants in effluent was down to your company, where would the results be published?
- There had been talk of flooding and moving culverts together with restructuring the drainage systems;
- With regard to air quality EU directives do not guide what standards would apply with regard to targets;
- The conditions should not be seen as a negative;
- With regard to the Environmental and Biodiversity Strategy how would offset be considered?
- Where was the electricity supply coming from?
- The report stated that 60% of materials would come in by rail however how would it get to the site from the quay;
- Was agreement with the rail and quay already in place.

The agent was present at the meeting and made the following comments;

- This was a comprehensive report which had been subject to two rounds of consultation;
- There were no objections from the statutory consultees;
- The Electric Arc Furnace would not have an adverse impact;
- The necessary mitigation measures had been identified and

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conditioned;

- The proposal was not yet at the detailed design stage;
- The reserved matters process would run alongside the discharge of conditions;
- Consultation would continue;
- This application was not unusual and the principle of development had already been established;
- There were no outstanding issues;
- Request that planning permission be granted.

Members questioned the agent on the following points;

- There was a lot of detail to be done on the design could you advise on the timescale?
- There were a lot of conditions which were onerous but pertinent;
- In respect of the environment and biodiversity could you clarify your intentions and why it had not been possible to address the strategy on site;
- During the construction stage there would be a fair amount of scrap, would it be recycled?
- With respect to the electricity supply what work would be required to facilitate a connection;
- How could we guarantee that the energy supply would be green and what was it currently;
- In terms of the design what energy saving provisions were being made and how would the electricity be generated on site;
- Why were solar panels not being used in the design and why were renewable sources not considered?
- Can you explore EV Charging points within the car parks;
- Would the existing tree belt be retained;
- Concerned about the number of trees being lost due to the building of the car park and would it be possible to increase the tree count in the area by tightening up condition 8;
- Could we have details of any provision being made for cyclists and your thoughts regarding active travel;
- Thoughts regarding access for pedestrians and cyclists?
- How confident are you that you will not be held to ransom in order to get materials in and products out of the site?
- Do you rights of access to the quayside without hindrance?

Members debated the application and made the following comments;

- We had all seen generations of unemployment and the loss of steel making jobs;
- The people of Teesside had waited a long time to secure steel

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production back on Teesside;

- This proposal would decarbonise steel production;
- Voiced concern over the ability of the department to analyse the conditional reports;
- Thanked officers for the thorough but complex report with an extensive EIA and technical documents;
- This was a historic industrial site and the development would not have an adverse impact on the area.

**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:  
Proposed Site Plan - 1852-TEE-P-10.02 Rev A received by the Local Planning Authority on 26/01/24  
Proposed Floor Plans - 1852-TEE-P-20.01 Rev A received by the Local Planning Authority on 24/01/24  
Proposed Roof Plans - 1852-TEE-P-20.02 Rev B received by the Local Planning Authority on 26/01/24  
Proposed Elevations - 1852-TEE-P-30.01 Rev B received by the Local Planning Authority on 24/01/24

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

3. 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.

4. 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.

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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.

### CONDITIONS RELATING TO THE OUTLINE APPLICATION

5. In accordance with the phasing plan agreed through the discharge of condition 9, details of the:
- Appearance;
  - Landscaping;
  - Layout;
  - Access; and
  - Scale

hereafter called "the reserved matters) shall be submitted to and approved in writing by the Local Planning Authority before that phase of the development shall take place. The development shall be carried out as approved, unless otherwise agreed in writing.

REASON: Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

6. Details of the reserved matters shall be submitted to and approved in writing by the Local Planning Authority before the expiration of three years from the date of this permission. The development hereby permitted shall be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last of the reserved matters to be approved, whichever is later.

REASON: To reserve the rights of the Local Planning Authority with regard to these matters and required to be imposed pursuant to the Planning & Compulsory Purchase Act 2004.

7. The development hereby permitted shall be carried out in accordance with the following approved plan:  
Proposed Parameters Plan – Project No.1852-TEE Drawing No. D-10.01 Rev. A

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

8. No development shall be occupied until full details of proposed soft landscape management has been submitted to and approved in writing by the Local Planning Authority.  
The soft landscape management plan shall include, long term

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design objectives, management responsibilities and maintenance schedules, replacement programme for all landscape areas including retained vegetation, maintenance access routes to demonstrate operations can be undertaken from publicly accessible land, special measures relating to the time of year such as protected species and their habitat, management of trees within close proximity of private properties etc. This information shall be submitted to and approved in writing by the Local Planning Authority.

Any vegetation within a period of 5 years from the date of from the date of completion of the total works that is dying, damaged, diseased or in the opinion of the LPA is failing to thrive shall be replaced by the same species of a size at least equal to that of the adjacent successful planting in the next planting season.

Landscape maintenance shall be detailed for the initial 5 year establishment from date of completion of the total scheme regardless of any phased development period followed by a long-term management plan for a period of 20 years. The landscape management plan shall be carried out as approved.

REASON: To ensure satisfactory landscaping to improve the appearance of the site in the interests of visual amenity.

## CONDITIONS RELATING TO BOTH THE FULL AND OUTLINE ELEMENTS OF THE APPLICATION

9. No development shall commence until a phasing plan for the application site has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved phasing plan unless otherwise approved in writing with the Local Planning Authority. The applicant reserves the right to amend the phasing plan.

REASON: To ensure that the development takes place in accordance with the principles, parameters and application submission.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required as the Phasing Plan will establish the first phase of development to proceed.

10. Prior to the commencement of each phase of the development, a Construction Environmental Management Plan (CEMP) for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority, or any other subsequent variation approved in writing. The CEMP will include measures relating to highways, ecology, materials and health and safety with

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particular reference to those matters below. The development shall thereafter take place in accordance with the approved details.

- Construction Dust Management Plan;
  - Construction Vibration Management Plan;
  - Construction Noise Management Plan;
  - Construction Waste Management Plan ('CWMP');
  - Materials Management Plan ('MMP');
  - Health and Safety Plan for asbestos and watching brief where necessary;
  - Car Parking Management Plan and Servicing Management Plan;
- and
- A Construction Stage Surface Water Management Plan
  - Invasive Non-Native Species ('INNS') Management Plan

REASON: To ensure the environmental effects of construction are appropriately managed.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required as the environmental impact of the development will occur on the commencement of development.

11.No development shall commence on each phase until a detailed Remediation Scheme to bring that phase 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 including an Unexploded Ordnance Risk Assessment (UXO)) has been submitted to and approved in writing by the Local Planning Authority. The submitted scheme shall include a timetable for the works to take place. The development shall be carried out in accordance with the approved scheme, unless otherwise approved.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.

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.

12.The Approved Remediation Scheme, for each phase, shall be implemented in accordance with the approved timetable of works. Prior to the occupation of any unit in that phase, 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.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised.



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13. 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 and where remediation is necessary a remediation scheme must be prepared, 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.

14. No part of the development hereby permitted shall commence until a Construction Traffic Management Plan has been submitted and agreed in writing by the Local Planning Authority in consultation with National Highways. Construction of the development shall then be carried out in accordance with the agree Construction Traffic Management Plan.

REASON: To mitigate and adverse impact from the development on the A174 and A1053 in accordance with DfT Circular 01/2022.

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.

15. The predicted peak hour two-way movement trips associated with the approved development, in combination with development brought forward under permission refs. R/2020/0819/ESM, R/2020/0820/ESM, R/2020/0821/ESM, R/2020/0822/ESM and R/2020/0823/ESM (and reserved matters approvals granted pursuant to those outline permissions), shall be equal to, or less than:

Junction	AM peak hour two-way vehicle trips	PM peak hour two-way vehicle trips
A1053 (Greystone Road) / A1085 (Truck Road) [NZ556209]	983	858

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A174/A174/A1053 (Greystone Road) / High Street [NZ568193]	462	397
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For the purposes of interpreting the above: the 'AM Peak hour' is defined as the busiest hour between 07.00-10.00; the 'PM Peak hour' is defined as the busiest hour between 16.00-19.00.

REASON: In order to ensure the satisfactory operation of the highway.

16.No development pursuant to this permission shall be occupied until a scheme for monitoring traffic generated by the Electric Arc Furnace development (to identify any net additional trips above existing pre-development traffic within the wider British Steel site) within the peak hours set out in condition no.14, has been submitted to and approved by the Local Planning Authority in consultation with National Highways. The monitoring scheme shall thereafter be implemented.

REASON: To inform the design of any necessary highway improvements.

17.Prior to the first occupation of the Electric Arc Furnace, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include measures to encourage travel using sustainable transport means. Thereafter the development shall be implemented in accordance with the approved Travel Plan, unless otherwise is agreed in writing.

REASON: to ensure that the end users can make an informed choice as to the method of sustainable transport.

18.No part of the development hereby permitted shall be occupied until an Operational Management and Monitoring Plan has been submitted to and approved in writing by the Local Planning in consultation with National Highways and implemented. The development hereby permitted shall then be operated in accordance with the agreed plan.

REASON: To mitigate any severe or unacceptable impact from the development on the A174 and A1053 in accordance with DfT Circular 01/2022.

19.Prior to the commencement of any development, or as otherwise approved through a phasing plan approved through this planning permission, full details of the finished floor levels for that phase shall be submitted to the Local Planning Authority for its written

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approval. The proposed FFL shall be no lower than 10.0m AOD. The development shall be carried out in accordance with the approved details.

REASON: To confirm the finished floor level of the development in the light of any necessary groundworks to meet the requirement of other planning conditions and confirm the overall height of the final scheme in the context of the information provided in the Environmental Statement.

REASON FOR PRE-COMMENCEMENT: A pre-commencement condition is required so that the final agreed levels for the site are not compromised by the start of groundworks.

20. An Operational Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each building on site. The management measures shall be complied with thereafter, unless otherwise agreed in writing.

REASON: To ensure the development is carried out in accordance with approved details.

21. Prior to the installation of any external lighting, full details of the lighting shall be submitted to the Local Planning Authority for its written approval. The development shall be carried out 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.

22. Prior to the first occupation of any building, or as approved through the phasing plan, a Detailed Noise Assessment shall be submitted to and approved in writing by the Local Planning Authority for that building. Any measures and recommendations within the report will be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of neighbour amenity and protect and to ensure that the development can be carried out safely without unacceptable risks to workers, or commercial neighbours.

23. Prior to the first occupation of any building, or as approved through the phasing plan, full details of an Operation Site Management System shall be submitted to and approved in writing by the Local Planning Authority. Any measures and

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recommendations within the report shall be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of amenity and to ensure that the development can be carried out safely without unacceptable risks to workers, or commercial neighbours.

24.A Gas Risk Assessment shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of each building on site. Any protection measures or gas mitigation will be complied with thereafter, unless otherwise agreed in writing.

REASON: To ensure that risks from gas to the future users of the land and neighbouring land are minimised and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

25. Prior to the first occupation of any building, or as approved through the phasing plan, full details of air quality assessment shall be submitted to and approved in writing by the Local Planning Authority; the report shall demonstrate how the EAF facility will be designed to meet the requirements of Best available techniques (BAT). Any measures and recommendations within the report shall be complied with thereafter, unless otherwise agreed in writing.

REASON: In the interest of amenity.

26. Prior to the commencement of any phase, a detailed scheme for the disposal of foul and surface water from that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the following:

(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

Thereafter the development shall take place in accordance with the approved details.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

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

27. Prior to the commencement of any phase or as approved as part of the phasing plan, details shall be submitted to and approved in

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writing by the Local Planning Authority of the Surface Water Management and Maintenance Plan applicable to that phase, unless otherwise agreed in writing. Thereafter it shall be implemented in accordance with the approved details.

REASON: To ensure the development is supported by a suitably designed surface water disposal infrastructure scheme which is appropriately maintained and to minimise the risk flooding and contamination of the system during the construction process and in the locality minimise.

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

28. Unless an updated Habitat Regulations Assessment is prepared and its conclusions are agreed with Natural England that no likely significant effects are to arise on the Teesmouth and Cleveland Coast SPA, the development shall not commence until details of a scheme to avoid and/or mitigate any levels (that would result in likely significant effects) of nitrogen deposition, emissions and discharge from the approved Electric Arc Furnace facility to the River Tees Catchment has been submitted to and approved by the LPA in writing. Any such Habitats Regulations Assessment prepared in accordance with this condition shall ensure that the following potentially affected designated sites are assessed:

- a) North York Moors Special Area of Conservation (SAC)
- b) North York Moors Site of Special Scientific Interest (SSSI)
- c) Teesmouth and Cleveland Coast Special Protection Area (SPA)
- d) Teesmouth and Cleveland Coast Ramsar site
- e) Teesmouth and Cleveland Coast SSSI

The development shall thereafter be constructed and operated in accordance with any necessary approved mitigation scheme, unless otherwise agreed in writing.

REASON: In order to ensure that any adverse effects from the approved development on the Tees Special Protection Area are appropriately avoided and/ or mitigated.

REASON FOR PRE-COMMENCEMENT: The information is required prior to any works commencing on site as the information relates to matters that are required to be addressed early within the design and construction phase of the development.

29. The development hereby approved shall not be brought into use

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until the areas for vehicle parking have been constructed and laid out in accordance with drawings which are first submitted to and approved in writing by the Local Planning Authority. The submitted drawings shall include the provision of adequate EV charging points. Such areas shall thereafter be retained in perpetuity for the sole purpose of parking vehicles.

REASON: To ensure a satisfactory form of development and in the interests of highway safety having regard for local plan policy and sections 9 and 12 of the NPPF.

30. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with drawing(s) to be submitted to and approved in writing by the Local Planning Authority. Such drawings to show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

REASON: To ensure a satisfactory form of development and in the interests of highway safety having regard for local plan policy and sections 9 and 12 of the NPPF.

31. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
- a) Routing of construction traffic, including signage where appropriate;
  - b) Arrangements for site compound and contractor parking;
  - c) Measures to prevent the egress of mud and other detritus onto the public highway;
  - d) A jointly undertaken dilapidation survey of the adjacent highway;
  - e) Program of works; and,
  - f) Details of any road/footpath closures as may be required.
- The development must be carried out in accordance with the approved details.

REASON: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for local plan policy.

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.

32. Prior to the commencement of development a Local

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Employment Scheme for the construction of that building shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the approved scheme or any variations approved in writing by the Local Planning Authority. The submitted Local Employment Scheme should include the following:

1. Details of how the initial staff/employment opportunities at the Development will be advertised and how liaison with the Council and other bodies will take place in relation to maximising the access of the local workforce to information about employment opportunities;
2. Details of how sustainable training opportunities will be provided for those recruited to fulfil staff/employment requirements including the provision of apprenticeships;
3. A procedure setting out criteria for employment, and for matching of candidates to the vacancies;
4. Measures to be taken to offer and provide college and/or work placement opportunities at the Development to students within the locality;
5. Details of the promotion of the Local Employment Scheme and liaison with tenants contractors engaged in the construction of the Development to ensure that they also apply the Local Employment Scheme so far as practicable having due regard to the need and availability for specialist skills and trades and the programme for constructing the development;
6. A procedure for monitoring the Local Employment Scheme and reporting the results of such monitoring to the Council including details of the origins qualifications numbers and other details of candidates; and,
7. A timetable for the implementation of the Local Employment Scheme."

REASON: To ensure a suitable strategy for local employment opportunities is implemented.

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.

33. During construction and operation, works at the site can take place 24 hours a day and 7 days a week.

REASON: To ensure the development is carried out in accordance with the terms of the Environmental Statement.

34. Prior to occupation of the development a greenhouse gas assessment shall be undertaken in respect of the operation of the proposed buildings. It shall be submitted to and approved in writing

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by the Local Planning Authority. Measures set out within the assessment shall be complied with thereafter, unless otherwise agreed in writing.

REASON: To ensure the environmental effects of construction are appropriately managed."

35. There shall be no habitat or buildings that may support nesting birds removed 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.

36. Within 12 months of the grant of this planning permission, an Environment and Biodiversity Strategy shall be prepared and submitted to the local planning authority that confirms the feasibility of providing compensatory habitat equivalent to 10.4 Biodiversity Units, within the site and / or off-site, and the mechanisms for its provision and on-going management. That Strategy shall be approved by the local planning authority. Thereafter, and where compensatory provision is demonstrated within the Strategy to be feasible and deliverable, it shall be carried out in accordance with the Strategy prior to the development becoming operational.

REASON: In the interest of the ecological value and long-term maintenance of the site in accordance with policies SD4 and N4 of the Redcar and Cleveland Local Plan.

118 **R/2023/0782/RS CREATION OF NEW ACCESS TO GARDEN FOR CAR PARKING 5 THE COTTAGES KIRKLEATHAM LANE KIRKLEATHAM**

**At this point Councillor Quartermain left the meeting.**

The officer summarised the officer report which had been pre-circulated.

A supporter present made the following comments;

- The proposal respected the Conservation Area;
- Careful consideration had been given to the number of trees removed and there would be minimal pruning of the bushes;
- The proposal would allow for safe manoeuvring;
- The gravel used would be the same used by the occupants of number 1;



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- There were 5 individual gardens divided by trees and hedging;
- The wall was currently in a desperate state of repair and a small section had a hole in it;
- The repair work would be in keeping with the Conservation Area;
- The recent yellow lining had amplified the problem with parking in the village;
- Numbers 1-4 had allocated parking at the rear of their properties, however we do not have adequate manoeuvring space at the rear;
- Number 2 was currently empty but once it was occupied there would be additional residents causing further difficulty with parking;
- This proposal would improve the existing problem providing extra spaces for visitors by taking cars off the highway;
- The proposal would not impinge on privacy or safety nor the impact on the village or its residents.

A Member questioned the supporter on the following point;

The Conservation Officer had recommended conditions and had made reference to a gate?

The Ward Member present made the following comments:-

- In support of the proposal;
- Concerned over the current state of the wall as it looked as if it was ready to fall over;
- Safety concerns regarding where residents parked and got out of their cars;
- The Ward Members had been in favour of the yellow lines which had pushed the issue of on street parking further down to where the cottages were;
- The proposal gave the resident the opportunity to park safely off the street;
- If the wall were left in its current state it would not be long before it fell down;
- The previous objection was around the gate which had been removed from the plans;
- The applicant had made a number of concessions.

The agent present made the following comments;

- In order to allow access a small section of the wall had to be removed;
- The wall had fallen into disrepair;
- The opening would be between two buttresses;
- The gate was no longer part of the proposal;
- Extensive work was required along the whole length of the wall;

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- The land was in the residents ownership and would allow them to park within their own garden;
- All planting would be retained;
- Careful consideration had been given to the work to ensure it was fitting for the area;
- Parking was currently restrained;
- The only parking space lost was that used by the applicant;
- The proposal would have minimum effect on the Conservation Area.

**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:

Existing and Proposed Plans and Elevations (ref Drawing 02 rev 1) received by the Local Planning Authority on 22.02.2024  
Proposed site plan (ref Drawing 03 rev 1) received by the Local Planning Authority on 22.02.2024

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

2. Prior to installation, full details of the surfacing of the site 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 and the settings of nearby listed buildings, as required by policies HE1 and HE2 of the adopted Local Plan.

119 **R/2023/0715/FF CHANGE OF USE FROM CAR SHOWROOM TO MIXED USE OF HOT FOOD TAKEAWAY (SUI GENERIS) WITH EXTERNAL FLUE TO REAR AND CAR VALETING CENTRE LIVERTON MINES GARAGE LIVERTON MINES**

The officer summarised the officer report which had been pre-circulated.

The objectors present at the meeting made the following comments;

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- Concerned about extra water entering an already struggling drainage system;
- The area flooded regularly, the last flood being in 2023 when water came into the properties on Liverton Terrace;
- The proposal would bring extra vehicle close to our residential homes;
- Concerned about the extra car emissions and the safety of children and older residents;
- Concerned about the use of cleaning chemicals close to our homes;
- There would be an increased fire risk;
- A lot of food waste and rubbish stored close to properties attracting vermin and bringing odours;
- Concerned about the safety and security of residents at nighttime;
- By 1030pm residents had retired for the night;
- The proposal would attract people from outside the area;
- The houses backed straight onto the business.
- Children attended the local youth club and one of the things we try to teach them was healthy eating;
- The houses were owner occupied or leased by families;
- The proposed takeaway would open every day;
- Concerned regarding the impact on the community;
- People would congregate around the premises after midnight consuming food and talking and it could take an hour after closing to clear the area;
- A lot of people travel to Easington where there was an existing car wash facility and there were 4 existing established takeaways in Loftus;
- Food could already be purchased in the village at the fish and chip shop;
- My interpretation of the current policy was different to that of your officers.

Members questioned the objectors on the following points;

- What was the opening times of the fish and chip shop in the village?
- What was the disturbance like now from the current businesses?
- Was Hollywell Public House still operating?
- Were there any issues currently with late night revellers?
- Are you concerned about the takeaway or the hours of operation?
- Would you object if it were only open during the day?

The agent present at the meeting made the following comments;

- There were two aspects to the application the continuation of the

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current car wash facility and the introduction of a hot food takeaway;

- The current business had been operating for years;
- The equipment would be silent and the valeting would be on a reduced scale to that which currently existed;
- The takeaway complied with relevant policy;
- The premises were a reasonable distance from residential property;
- The fish and chip shop was some distance away from this proposal;
- The proposal complied with all regulations relating to odour and noise;
- The premises had its own parking spaces which could be accessed from both ends of the site;
- As the premises were currently empty they might attract their own anti-social behaviour;
- The current use was not viable and therefore the change of use was necessary;
- There would be job opportunities for 12 people;
- There were no flooding issues with drainage installed as a precautionary measure. The proposed use would not exacerbate the current situation;
- Requested that conditions 3 and 4 be removed if Members were minded to approve.

Members questioned the agent on the following points;

- Can you explain the rationale around the requested hours till midnight?
- Was car washing the sole operation where previously it had been a garage with some operation of a car wash?

**At this point Councillor Pallister left the meeting.**

**It was agreed that Standing Orders would be suspended to allow the meeting to continue beyond three hours.**

Members debated the application and made the following comments;

- Could the two operations be separated or did it have to be dealt with as one application?
- Whilst noting the residents comments think that their concerns had been dealt with by conditions and other regulations;
- The application was within development limits and there were no issues of highway safety;
- This was currently an empty building which had been used commercially in the past;

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- Market forces would ultimately dictate the hours of operation;
- Concerned about the opening hours given that this was a village location;
- The transfer of use and operating hours were not relevant to a village;
- Would ask the applicant to reconsider the hours of operation;
- Proposed deferment with the applicant to come back with a revised schedule of opening;
- The clientele would be different to that of a fish and chip shop;
- Would prefer to see a variation in the opening hours;
- Contrary to Policy SD4 n and m;
- Cannot see that a need existed for the proposal;
- The hours of opening of the other establishments within the village proved that they were not thriving;
- Too close to residential properties and should refuse;
- No other nighttime opening in the village beyond 7pm;
- Nuisance to residents;
- Adverse effect on residential amenity;
- Proposed that the application be deferred to allow the applicant to come up with alternative opening hours;

**RESOLVED** that the application be deferred to allow the applicant to come forward with alternative operating hours.

120 **DELEGATED DECISIONS**

**RESOLVED** that consideration of the Delegated Decisions be deferred to the next meeting.

121 **APPEAL INFORMATION**

**RESOLVED** that consideration of the Appeals Information be deferred to the next meeting.

122 **ENFORCEMENT SCHEDULE**

**RESOLVED** that consideration of the Enforcement Schedule be deferred to the next meeting.

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123 **SECTION 106 AGREEMENT UPDATE**

**RESOLVED** that consideration of the Section 106 Agreement Update be deferred to the next meeting.

124 **DEEMED CONSENT APPLICATIONS**

**R/2023/0818/F3M Extension of existing Leisure Centre for provision of new swimming pool facility (including learner pool) including changing areas; plant and machinery equipment Eston Leisure Centre Normanby Road Normanby Middlesbrough TS6 9AE.**

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 (ELC-GT3-Z1-00-DR-A-90100-RevP06) received by the Local Planning Authority on 01/02/2024  
Proposed Site Plan (ELC-GT3-Z1-00-DR-A-90001-RevP08) received by the Local Planning Authority on 01/02/2024  
Ground Floor Plan (ELC-GT3-Z1-00-DR-A-08000-RevP05) received by the Local Planning Authority on 01/02/2024  
Mezzanine Level Plan (ELC-GT3-Z1-01-DR-A-08001-RevP03) received by the Local Planning Authority on 01/02/2024  
Proposed roof plan (ELC-GT3-Z1-RF-DR-A-08002-RevP03) received by the Local Planning Authority on 01/02/2024  
Proposed Elevations (ELC-GT3-Z1-ZZ-DR-A-08201-RevP03) received by the Local Planning Authority on 01/02/2024  
Existing and Proposed Levels (ELC-OOB-Z0-00-DR-L-90010) received by the Local Planning Authority on 01/02/2024  
Cross Section (ELC-GT3-Z1-ZZ-DR-A-08300-RevP03) received by the Local Planning Authority on 01/02/2024  
Proposed Landscaping Plan (ELC-OOB-Z0-00-DR-L-90001) received by the Local Planning Authority on 01/02/2024  
Proposed Planting Strategy (ELC-OOB-Z0-00-DR-L-90040) received by the Local Planning Authority on 01/02/2024  
Typical Landscape Details (ELC-OOB-Z0-00-DR-L-90511) received by the Local Planning Authority on 01/02/2024  
Fencing Details (ELC-OOB-Z0-00-DR-L-90521) received by the Local Planning Authority on 01/02/2024

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Flood Exceedance Plan (ELC-BGP-Z0-SL-DR-C-52-52102) received by the Local Planning Authority on 01/02/2024  
Impermeable Surface Plan (ELC-BGP-Z0-SL-DR-C-52-52101) received by the Local Planning Authority on 01/02/2024  
Drainage Plan (ELC-BGP-Z0-SL-DR-C-52-52130) received by the Local Planning Authority on 01/02/2024  
REASON: To accord with the terms of the planning application.

3. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Plan" dated "December 2023". The drainage scheme shall ensure that foul flows discharge to the combined sewer at or immediately downstream of manhole 9603 and ensure that surface water also discharges to the combined sewer between manholes 9603 -9602. The surface water discharge rate shall not exceed the available capacity of 5l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.  
REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.
  
4. The development hereby permitted shall not come into use until the highway works detailed below have been carried out in accordance with the submitted drawing(s) ELC - GT3 - Z1 - 00 - DR - A - 90001 - RevP08 or such plans which are subsequently submitted to and approved in writing by the Local Planning Authority:
  - a) Provision of a footway at a depth of 5m along the site frontage on Normanby Road;
  - b) Renewal of any damaged kerbs;
  - c) Introduction of tactile paving as required for any crossing facilities; and,
  - d) Radii and resurfacing as required at both access junctions to the north west and south west of the site.Reason: In the interests of providing a safe means of access to the site by all modes of transport and to, minimise disruptions to the free flow of traffic having regard for local plan policy and sections 9 and 12 of the NPPF.
  
5. 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, and where remediation is necessary a remediation scheme must be prepared which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved

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remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority

Following completion of the development a report must be submitted confirming that unexpected contamination was not encountered during the development.

REASON: To ensure the suitable reporting and remediation of any contamination found on site.

6. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

7. The cumulative impact from all fixed plant shall not exceed the background sound level at nearby noise sensitive receptors when rated according to BS 4142 as stated in section 6 of the noise impact assessment. These levels shall be verified before the any use commences.

REASON: In the interest of neighbour amenity in accordance with policy SD4 of the Redcar and Cleveland Local Plan.

8. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the buildings or the completion of the development, whichever is sooner, and any trees or plants which within a period of ten 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.

9. 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.



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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.

10. 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.

11. The development hereby approved shall not be commenced until a detailed method of works statement has been submitted to and approved in writing by the Local Planning Authority. Such statement shall include at least the following details;
  - a) Routing of construction traffic, including signage where appropriate;
  - b) Arrangements for site compound and contractor parking;
  - c) Measures to prevent the egress of mud and other detritus onto the public highway;
  - d) A jointly undertaken dilapidation survey of the adjacent highway;
  - e) Program of works; and,
  - f) Details of any road/footpath closures as may be required.The development must be carried out in accordance with the approved details.

Reason: To ensure that the development can be carried out in a manner that will not be to the detriment of amenity of local residents, free flow of traffic or safety of highway users having regard for Local Plan Policy.

12. The development hereby approved shall not be brought into use until covered and secure cycle parking facilities, have been provided in accordance with plans which are subsequently submitted to and approved in writing by the Local Planning Authority. Such drawings must show the position, design, materials and finishes thereof. Thereafter the cycle parking facilities shall be retained in perpetuity for the sole purpose of parking cycles.

Reason: To promote use of cycles reducing traffic congestion and in the interests of the amenities of residents to ensure a satisfactory form of development having regard for Local Plan policy and sections 9 and 12 of the NPPF.

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125 **AUTHORITY'S MONITORING REPORT 2022/23**

**RESOLVED** that consideration of the Annual Monitoring Report 2022-23 be deferred to the next meeting.

# Regulatory Committee

## ATTENDANCE RECORD - 2022/23

Surname	First name	08.06.23	29.06.23	20.07.23	24.08.23	21.09.23	26.10.23	23.11.23	08.12.23	20.12.23	08.02.24	07.03.24	03.04.24	Total Meetings Attended / total possible
Learoyd	Tristan	✓	Apols2	✓	Apols	✓	RA	✓	✓	✓	✓	✓	✓	
Neal	Jonathan	✓	✓	Apols	Apols	✓	✓	✓	Apols	✓	Apols	Apols	Apols	
Clark	Rob	✓	Apols	RA	Apols	✓	✓	✓	Apols	✓	✓	✓	✓	
Fletcher	Martin	Apols	✓	✓	✓	✓	✓	Apols	Apols	✓	Apols	✓	Apols	
Head	Malcolm	✓	RA	✓	✓	RA	RA	✓	Apols	Apols	✓	✓	✓	
Martin	Stephen	✓	✓	✓	Apols	✓	✓	✓	Apols	✓	✓	✓	✓	
O'Donoghue	Margaret	Apols	Apols	Apols	✓	✓	✓	✓	Apols	✓	Apols	✓	✓	
Oliver	Andrew	✓	RA	✓	✓	Apols	✓	✓	Apols	✓	Apols	✓	Apols	
Pallister	Lynn	✓	✓	Apols	✓	✓	✓	✓	✓	✓	✓	Apols	✓	
Quartermain	Carl	✓	✓	Apols	Apols	✓	✓	RA	Apols	Apols	✓	✓	✓	
Smith	Stuart	Apols	✓	✓	✓	✓	RA	✓	✓	✓	Apols		✓	
Thomson	Philip	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Thompson	Justin	Apols	✓	Apols	✓	✓	Apols	RA	Apols	✓	✓	✓	RA	
<b>Substitutes</b>														

Agenda Item 4

Key	
✓	Attended
RA	Apologies Submitted (replacement attended)
Apols	Apologies Submitted (no replacement)
X	Did Not Attend (no apologies received)
C	Cancelled Meeting
n/a	Not a Member

Reason for Absence (NB Full details may not be provided for reasons of confidentiality)	
1	Personal Commitment
2	Work Commitment
3	Illness/Medical
4	Conflicting Council Commitment
5	Other
6	Civic Duties

# Member Report - For Information

## Authority's Monitoring Report 2022/23



## Public

<b>To:</b>	Regulatory Committee	<b>Agenda Date:</b>	7 March 2024
<b>From:</b>	Corporate Director for Growth, Enterprise & Environment	<b>Committee:</b>	
<b>Portfolio:</b>	Economic Development	<b>Decision type:</b>	For Information
<b>Priority:</b>	All Priorities	<b>Forward Plan Reference:</b>	

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### 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 2022 to March 2023.

### 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 the priorities of the Corporate Plan, start life well, live and age well, prosper and flourish, and clean and tidy. 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 68% of housing development was in the main urban and coastal area (47% urban/21% coastal), a decrease from 78% in 2021/22. 38% of development took place in the rural area, the majority in Guisborough, with 26% of all housing development in the borough. 99% of employment (Eg/B2/B8) related floorspace provided was in the urban and coastal area with two developments at Longbeck Industrial Estate in Marske and one small development at Limerick Road in Redcar. A very small amount of storage related development was also delivered at North Liverton Industrial Estate.
- 3.4 In 2022/23, 20% of housing development took place on previously developed land (PDL), similar to 19% in 2021/22. While we continue to prioritise the reuse of previously developed land 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 identified housing needs some greenfield development will therefore be necessary.
- 3.5 Development limits were drawn in the Local Plan to ensure that sufficient land within development limits is available to meet the borough's identified housing need across the plan period. Exceptional criteria, as defined in Local Plan policy SD3, applied to all planning permissions granted outside of development limits, with the exception of three sites where permission had previously been granted at appeal and the Planning Inspector had found that although they didn't meet the policy criteria, development in these locations was justified. These were for residential development at Boosbeck and Marske and a garage/office near Guisborough.
- 3.6 Permission was granted for a renewable energy station in Dunsdale comprising ground-mounted photovoltaic solar arrays with primary substation, control building compound and associated infrastructure and landscaping. The project is expected to have an export capacity of approximately 49.9 Megawatts (MW) of renewable energy, this will provide enough clean electricity to meet the annual electricity demand of approximately 12,000 average family homes, with the expectation that

this will increase as households become more energy efficient. 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 Approximately 819ha (gross) of employment land is available within the borough, excluding small areas (approximately 5ha) identified for employment within two mixed-use sites. The vast majority of available land, over 90%, is for specialist uses at Wilton International and within the South Tees Development Corporation Teesworks site.
- 3.8 Following significant preparation and demolition work on the Teeswork site there has been a large 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.
- 3.9 Relatively small amounts of employment related floorspace have been provided during the period. Two developments were completed at Longbeck Industrial Estate in Marske providing 48.8m<sup>2</sup> of light industrial (Egii) floorspace and 825m<sup>2</sup> of industrial (B2) floorspace. 86.4m<sup>2</sup> of B8 floorspace was also completed at North Liverton Industrial Estate. 7.52ha of land previously recorded as available has been reclassified as developed over the monitoring period including land at Marske, North Liverton Industrial Estate and at the Teesworks site.
- 3.10 During the monitoring period no changes of use from industrial (B use) to an alternative use class were recorded, or loss of employment land to alternative uses.

### Rural Development and Leisure and Tourism

- 3.11 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments.
- 3.12 There were two applications related to provision of tourist sites and pitches within the monitoring period. Permission was granted for an extension to the caravan park at Warrenby Redcar (38 pitches) and for siting a log cabin for holiday use at Brotton. Permission was also granted for a change of use from residential to guesthouse/hotel at Redcar.
- 3.13 Permission was granted for three facilities related to leisure and recreation, the provision of an outdoor cricket practice facility, extension to a golf driving facility and provision of an external store at Eston Leisure Centre.

### Town and District Centres

- 3.14 Policy ED1 seeks to ensure the vitality and viability of the borough's centres. Over the reporting year, there was a very small increase in vacant floorspace, with no

overall change of vacant floorspace as a percentage of commercial uses (all uses excluding housing (C3)) within our town and district centres. The biggest percentage decrease in vacant floorspace was in Redcar (although there was only one less vacant unit). The biggest percentage increase in vacant floorspace was in Eston (3 additional vacant units) which also has the highest floorspace vacancy rate of the centres at 20.2%.

- 3.15 Overall, there were 96 vacant commercial units in the town and district centres. This is a relatively small increase from 91 in the previous year and has been a broadly similar number since the Plan was adopted 2018 with a slight peak in 2020 and 2021.
- 3.16 The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Since the previous reporting year there has been a very small increase in the number of units in poor or very poor condition. Eston continues to have the highest percentage of units in poor or very poor condition (15.4%) with a slight increase (2 units) from the previous year. Loftus had the second highest percentage (13.8%) and had a small decrease (1 unit) in the number of units in poor/very poor condition. Redcar saw the biggest reduction in number of units in poor/very poor condition (5 units) which reduce the percentage to 9%. The other centres have similar numbers of poor/ very poor condition units compared to the last reporting year. Caution should however be taken when considering percentage changes given the small of units in some centres.
- 3.17 There was a decrease in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 243.7m<sup>2</sup> compared to 627.5m<sup>2</sup> in the previous period. The majority of these applications were for retail and included changes of use and small extensions. Outside of the designated retail centres, permission was granted for 3,873m<sup>2</sup> across a number of schemes. It should be noted that this figure includes some mixed-use schemes which include an unspecified mix of main town centre use and non-main town centre floorspace, such as restaurant and hot food takeaway. The majority of floorspace related to a food retail store at West Dyke Road in Redcar.

### Housing

- 3.18 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.



- 3.19 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 standard method for assessing housing need, rather than the higher target in the Local Plan. The latest published performance figure for Redcar & Cleveland is 519% (2022 measurement).
- 3.20 During the past 8 years, we have delivered new housing at an average rate of approximately 404 dwellings per annum (net). The number of new homes completed (gross) decreased very slightly from 435 in 2021/22 to 431 in 2022/23. 159 of the dwellings completed within the monitoring period were allocated in the Local Plan.

#### Five-year Housing Land Supply

- 3.21 The current Redcar & Cleveland Local Plan is now more than five years old having been adopted in May 2018. This means that in accordance with the NPPF, the assessed local housing need estimate assumes the basis for determining the requirement, rather than local plan targets as in previous years.
- 3.22 Over the first 8 years of the plan period, from 1 April 2015 to 31 March 2023, there were 3,229 net additional housing completions. This equates to over 80% of the minimum local plan requirement of 3,978 and it leaves a residual balance of 749 against that requirement.
- 3.23 As of 31 March 2023, council records showed there were unimplemented planning permissions for an estimated 3,635 net additional dwellings, 97% of which (3,511) were on schemes of at least 5 dwellings (net). The remaining 124 dwellings were on 86 smaller sites (less than 5 dwellings), which included 12 outright stock losses on 9 sites. While it is not anticipated that all permissioned schemes will be implemented or completed within the plan period, it is also reasonable to assume that completions could be achieved on other sites, including sites which are currently the subject of planning applications awaiting determination.
- 3.24 The 3,635 commitments included 541 recorded dwelling starts, over 80% of which were on five development sites at Portside Village (122), Kirkleatham Green (114), Woodcross Gate/Springwood Gardens (75), Hummersea Hills (70) and Castlegate (53).
- 3.25 Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable supply from 1 April 2023 to 31 March 2028 is 1,640 dwellings. The estimated completions would comfortably evidence a five-year deliverable supply against the assessed requirement (310) and would surpass the residual balance against the local plan minimum requirement (740), prospectively within two years. More detailed analysis is available in the Redcar and Cleveland Five Year Housing Land Supply Assessment 1 April 2023 -31 March 2028.

#### Affordable Housing

- 3.26 During 2023-23 there were a total of 184 units of affordable housing delivered in the borough, an increase from the previous year. The majority of the units were on

developments in South Bank, Marske, Normanby, Redcar and Loftus. They consisted of a mixture of house types including bungalow.

### Self-Build and Custom Build Register

- 3.27 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.
- 3.28 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.
- 3.29 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.
- 3.30 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.
- 3.31 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. 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. Therefore, 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. Unlike in previous monitoring years permissions for single plots are no longer counted as suitable for self or custom build unless explicitly stated.
- 3.32 Permission has been granted for eight self-plots, four plots less than the current requirement under the duty and six 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.
- 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 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.
- 3.35 During the latest monitoring period there were five Sites of Special Scientific Interest (SSSI) within, or partially, within Redcar and Cleveland, excluding the National Park. On the latest available survey data Lovell Hill Pools, Saltburn Gill and Boulby Quarries were in favourable condition. 73% of Pinkney and Gerrick Woods was in favourable condition, with 27% in unfavourable recovering condition. 66% of Teesmouth and Cleveland Coast was in unfavourable recovering condition, 3% unfavourable no change and 29% unfavourable declining condition.
- 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 2023, there were 104 Local Sites within the borough, 26.9% were in positive management.
- 3.37 There are six water quality monitoring points along our coast. Classifications are made for each bathing water annually. In 2022 all were classed as excellent apart from Saltburn which was 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.

### Heritage Assets

- 3.38 The repair, revitalisation and re-use of our heritage assets, listed buildings and conservation areas continues to be a priority for the Council. The Council has been working in partnership with owners and local community groups to make improvements to a range of heritage assets.
- 3.39 Historic England's Heritage at Risk Register provides a record of historic places most at risk and in need of support. In 2023, 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. Work on the Grade II\* listed Red Barns is nearly complete and almost occupied, 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. The number of scheduled monuments at risk (four) remained the

same.

- 3.40 Two Conservation Areas remain on the register, Loftus and Coatham. Loftus is on the register due to a lack of planning restrictions meaning there have been inappropriate changes under permitted development rights, unsympathetic advertisements allowed via deemed consent, and neglect of both occupied and unoccupied buildings. Work is ongoing to improve Loftus High Street. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan was consulted on in early 2023. It will be published as a Supplementary Planning Document (SPD) in the near future. Coatham is on the list, again due to inappropriate changes under permitted development but also due to some neglect issues. Work has begun on updating Coatham's Character Appraisal.
- 3.41 An updated character appraisal and management plan SPD has already been prepared for Saltburn, alongside an Article 4 Directive and Local Development Order to guide appropriate development. An updated character appraisal for Guisborough is also currently being prepared. Updated character appraisals and management plans for all conservation areas (outside of the National Park) are intended to follow.
- 3.42 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.

### Open Space

- 3.43 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 four developments on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for an access road and car parking at Skelton United Football Club. This would not impact on playing pitches. Plans for the redevelopment of Coronation Park at Loftus were approved which will amend the layout of the park. Permission was also granted for a Park and Ride Facility at Coatham Marsh which would result in a loss of 13,777m<sup>2</sup> open. The site is not currently accessible to the general public for recreational purposes and therefore it was stated that development would not contribute to an adverse impact on recreational opportunities.
- 3.44 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 2022/23, 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

- 3.45 Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2022/23, 63,802 tonnes of municipal waste was collected, a 5.2% decrease from 67,283 tonnes in 2021/22. A total of 53,790 tonnes of household waste was collected, a 7.0% decrease from 57,866 tonnes in 2021/22. The percentage of household waste sent to landfill increased to 6.06%. There was a decrease in the amount of waste sent for recycling and a slight decrease in waste sent for composting or anaerobic digestion. The amount of waste sent for energy recovery increased slightly to 67.26%.

## Transport and Community Facilities

- 3.45 The Council continues to work with the Tees Valley Combined Authority and other partners to bring forward transport improvements and create sustainable and active communities. In 2022/23, there was 554m of improved Public Rights of Way path including 100m of newly installed path, 234m of scraped off path and 200m of improved drainage and surfacing.
- 3.46 There has been an increase in the number of bus journeys and station entries and exits from the previous year, although levels remain below those recorded prior to the COVID-19 pandemic.
- 3.47 Within the monitoring period there were eleven permissions for F1 Learning and non-residential institutions uses including improvements to a number of libraries and education/training facilities. There were two permissions for F2 uses relating to outdoor sports facilities.

## **4. Appendices and background papers**

- 4.1. Appendix 1: Redcar & Cleveland Authority's Monitoring Report 2022-23

## **5. Contact officer**

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# Redcar & Cleveland Authority's Monitoring Report 2022-2023



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# 1 Introduction

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## What is the Authority's Monitoring Report?

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

**1.2** This AMR covers the period 1 April 2022 to 31 March 2023, and also includes anything significant which has happened since this monitoring period.

## Why do we need to monitor?

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

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

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

**1.6** The Council are required to prepare an annual report to monitor the Council's progress in preparing its Local Development Plan and to review the performance of adopted policies. Under the provisions of the Localism Act 2011, the Council must make their monitoring report available to the public.

## How is the report structured?

**1.7** The report uses seven themes to assess the performance of planning policies and targets. Each theme summarises the key policy outcomes and targets together with a selection of performance indicators and findings during the review year 2022 - 2023. 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](http://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. This means there is 2.215 people per household.

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

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

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

**2.7** The global economic downturn and recent events related to the COVID-19 pandemic has meant that some communities are facing significant challenges. Our most deprived communities are predominantly located within the main built-up areas of Redcar and Greater Eston, although pockets of deprivation can also be found within the rural communities of East Cleveland.

### Place

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

**2.9** There are twenty three square miles of North York Moors National Park within the borough<sup>(1)</sup>, itself designated for its European and national importance for wildlife and habitat. Approximately 90% of the borough's land area is dominated by agriculture, which is in sharp contrast to the industrial landscape along the south bank of the River Tees.

### 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. In March 2023 there was 3,575 claimants (4.4%), a slight increase April 2022 there were 3,470 claimants (4.3%), although it should be noted that there are monthly fluctuations. In comparison the North East figure decreased from 4.5% to 4.3% and the national GB figure decreased from 3.9% to 3.7% over the same period.

### Climate

**2.12** 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.

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

**2.14** 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.

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

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1 Please note that the North York Moors National Park Authority act as the Local Planning Authority for the part of the borough which falls inside the national park, and as such any development within the national park is not covered by this AMR.

## 2 A place called Redcar and Cleveland

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Work is underway on measures to help achieve this ambition, including decarbonising our buildings, fleet and operations, and developing projects to regenerate community green space and support biodiversity and nature recovery.

### What significant changes have happened to the national planning system?

**3.1** A number of Government reforms to legislation and planning policy and proposed reforms have been announced during the period since the last AMR.

#### Levelling-up and Regeneration Act

**3.2** The Levelling-up and Regeneration Act (October 2023) introduces a number of changes to the planning regime including legislation that governs how plans are produced. Changes include the creation of a new National Development Management Policy which, alongside the development plan, will be used to determine planning applications. A new Infrastructure Levy will be introduced which all planning authorities would be required to charge. Changes to the development management process have also been introduced including changes to permissions and planning fees.

**3.3** Most changes will be subject to further future associated regulations and changes to national policy.

#### Consultation on implementation of plan-making reforms

**3.4** On 25th July 2023 the Government published a consultation on proposals to make local plans (and minerals and waste plans) simpler, faster to prepare, and more accessible. Proposals include:

- a proposed set of core principles for local plan content.
- a new requirement or plans to include focused, specific and measurable visions, shaped by community views and informed by key baseline information.
- a framework for local development management policies.
- an approach to nationally-defined digital templates, to help authorities draw up better plans more easily and enable more consistency, whilst maintaining space for flexibility.

**3.5** Proposals include the introduction of a new 30 month timeframe for plan production which should be front-loaded with early engagement and a streamlined evidence base. A new Project Initiation Document would help define the scope of the Plan.

**3.6** Changes are also proposed to the production of Local Development Schemes and monitoring and reporting would be altered through introduction of monitoring metric with a light touch annual return and more detailed return four years after the adoption of a Plan.

**3.7** Reforms would remove Supplementary Planning Documents, introducing supplementary plans which will have the same weight as the development plan and should be site specific or could set out area wide design principles.

**3.8** The use of Community Land Auctions is also introduced where landowners would bid to have their land selected for allocation in an emerging local plan.

**3.9** The latest date for plans to be submitted under the current system will be June 2025, with adoption by December 2026. Under the new system it is proposed that Local Planning Authorities would be grouped and allocated a 6 month plan making commencement window.

## 3 Monitoring plan making

### National Planning Policy Framework (NPPF)

**3.10** In September 2023 minor changes were made to the NPPF to update policy on planning for onshore wind development in England. These measures broaden the ways that suitable locations can be identified and ensure that views of the whole community are considered.

**3.11** In December 2023 further wider updates to the NPPF were made in response to the Levelling up and Regeneration Act and consultation. Updates include emphasising the advisory role of the standard methodology for housing targets; removal of the requirement to demonstrate a five year housing land supply if the local plan is less than five years old and supply was demonstrated at adoption; requiring a four year supply where the local plan has reached Regulation 18 stage and contains housing allocations; supporting community-led housing; including reference to beauty; and increased protection for Neighbourhood Plans which allocate housing.

### The Environment Act 2021

**3.12** 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.

**3.13** 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.

**3.14** 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. Developers in England will be required to deliver 10% “Biodiversity Net Gain” from January 2024 onwards when major developments will be required to demonstrate that the development will result in more or better quality natural habitat than was there before the development. Biodiversity Net Gain for small sites will be applicable from April 2024, and implementation for Nationally Significant Infrastructure Projects is planned for 2025.

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

**3.15** 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.

**3.16** 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

**3.17** The 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.

**3.18** The Local Plan was adopted in 2018 and is over five years old. A five year housing land supply can continue to be demonstrated against the Local Plan requirement and the lower minimum requirement. The Council will work towards preparing a new timetable for the review of the Local Plan.

### Community Infrastructure Levy

**3.19** 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.

**3.20** 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

**3.21** 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

### Supplementary Planning Documents (SPDs)

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

**3.23** In early 2023, the Council consulted on the Loftus Conservation Area Management Plan which is due to be published imminently.

### Redcar and Cleveland Housing Strategy 2019-2024

**3.24** 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.

**3.25** 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.

**3.26** 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

**3.27** 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.

**3.28** 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.

**3.29** 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.

**3.30** 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

**3.31** 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 2022 to March 2023 was 100% of major applications determined within 13/16 weeks or subject to agreement. This is above the threshold of 60% (over a two year reporting period). During 2022/23, 87.7% of minor applications were determined within 8 weeks or subject to agreement, significantly above the threshold of 70% (over a two year reporting period).

**3.32** 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 2022/23, the percentage of major and minor applications granted at appeal was well below this threshold.

#### Next Steps

- To 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 (housing/employment)	68% housing	Down (78%)
		99% employment	Up (31%)
SD2	Percentage of housing on Previously Developed Land (PDL)	20% PDL	Up (19%)
		80% greenfield	Down (81%)
	Percentage of employment on Previously Developed Land (PDL)	100%	Up (31%)
SD3	Number of approved applications outside of development limits without justification	0	Same
SD4	Percentage of major applications that have submitted a design and access statement	100% of all relevant applications	Same
SD5	Number and nature of renewable energy schemes approved	1	Down (3)
SD6	Number of renewable energy developments granted at appeal	0	Same
SD7	Water quality	Saltburn: Good	Same
		Marske: Excellent	Same
		Redcar (Stray): Excellent	Same
		Redcar (Granville): Excellent	Same
		Redcar (Coatham): Excellent	Same
		Redcar (Lifeboat Station): Excellent	Same
SD8	Number of developments approved in areas at risk of flooding contrary to Environment Agency advice	0	Same

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

**4.2** Good quality design is critical for achieving sustainable development. The appearance of the built environment is important, but good design is about much more than how things look. It is about using resources efficiently and imaginatively, and ultimately uplifting communities and

transforming how people feel and behave. Good quality urban design and building design also adds value by increasing the immediate and long term economic viability of development and by delivering environmental and social benefits.

### Location of development

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

**4.4** During the monitoring period 68% of housing development was in the main urban and coastal area (47% urban/21% coastal), a decrease from 78% in 2021/22. 38% of development took place in the rural area, the majority in Guisborough, with 26% of all housing development in the borough. 99% of employment (Eg/B2/B8) related floorspace provided was in the urban and coastal area with two developments at Marske and one small development in Redcar. A very small amount of storage related development was also delivered at North Liverton Industrial Estate.

**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 2022/23, 20% of housing development took place on PDL, similar to 19% in 2021/22 . All employment development was on PDL.

### Development Limits

**4.6** Development limits were drawn in the Local Plan to ensure that sufficient land within development limits is available to meet the borough's identified housing need across the plan period. Exceptional criteria, as defined in Local Plan policy SD3, applied to all planning permissions granted outside of development limits, with the exception of three sites where permission had previously been granted at appeal and the Planning Inspector had found that although they didn't meet the policy criteria, residential development in these locations was justified. These were for residential development at Boosbeck and Marske and a garage/office near Guisborough.

### Climate Change

**4.7** In March 2019 the Council acknowledged that while work has commenced to address the causes and impact of Climate Change in the borough and beyond there is much more that needs to be done. It is important for the residents of Redcar and Cleveland, and the rest of the UK, that communities commit to carbon neutrality as soon as possible. Bold climate action can deliver benefits to the local, national and international community and improved well-being for people and wildlife worldwide.

## 4 Sustainability and Design

**4.8** The Council therefore declared a 'Climate Emergency' and pledged to take action with a view to making Redcar and Cleveland carbon neutral by 2030. The Council website 'A Greener Future' aims to support the Council's ambitious target of becoming net carbon neutral by 2030, as set out in the Climate Change Strategy approved in 2021. The website contains advice for residents, businesses and visitors.

**4.9** Strong progress has already been made, as of 2022/23 Council emissions are down to 5,789ktCO<sub>2</sub> from 6,630ktCO<sub>2</sub> in 2021/22. 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 a renewable energy station in Dunsdale comprising ground-mounted photovoltaic solar arrays with primary substation, control building compound and associated infrastructure and landscaping. The project is expected to have an export capacity of approximately 49.9 Megawatts (MW) of renewable energy, this will provide enough clean electricity to meet the annual electricity demand of approximately 12,000 average family homes, with the expectation that this will increase as households become more energy efficient.

**4.11** There are six water quality monitoring points along our coast. Classifications are made for each bathing water annually. In 2022 all were classed as excellent apart from Saltburn which was classed as good. The Council has worked alongside dedicated partners and volunteer groups, such as Northumbrian Water, the Environment Agency, Keeping it Clean At Saltburn and the RNLI, to make sure the highest standards are being met.

**4.12** In 2022, Saltburn was recognised with Blue Flag status for the high quality of the seawater, clean beach and nearby amenities for the fourth year in a row and the only beach between Whitby and Sunderland to have been awarded the status that year. However as bathing water quality status in Saltburn dropped from excellent to good, Saltburn was not eligible to apply for the status in 2023. Northumbrian Water has carried out major infrastructure works to significantly increase storm water storage capacity and reduce pollution by slowing down the flow rate through the rivers to the sea.

**4.13** 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 planning permissions for Northumbrian Water projects were granted during the monitoring period.

### Developer Contributions

**4.14** 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 leisure, education, highway/footpaths, affordable housing, employment and training and contributions towards 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. 819ha	Up (424ha)
ED2	Employment land developed	7.52ha	Up (5.17ha)
ED3	Total employment floorspace developed (by use class)	E(g): 48.8m <sup>2</sup>	Up (0m <sup>2</sup> )
		B2: 825 m <sup>2</sup>	Down (1477m <sup>2</sup> )
		B8: 99.4m <sup>2</sup>	Down (3344m <sup>2</sup> )
ED4	Loss of employment land to non-employment uses	0ha	Down (0.08ha)
ED5	Percentage of vacant floorspace within town and district centres (commercial uses only)	9.8%	Same
ED6	Percentage of town centre units in poor/very poor condition (commercial uses only)	7.7%	Down (8.8%)
ED7	In-Centre floorspace permitted (gross)	243.7m <sup>2</sup>	Down (627.5m <sup>2</sup> )
ED8	Out of centre floorspace permitted (gross)	3,873m <sup>2</sup>	Up (1,440m <sup>2</sup> )
ED9	Number of farm diversification schemes approved	0	Down (1)
ED10	Number of tourism/leisure facilities permitted	2	Down (9)
ED11	Unemployment rates	3.9%	Down (5.6%)
ED12	No. of sites/pitches approved	2	Down (5)
ED13	Percentage of people (16-64) with no qualifications (2021)	8.2%	Down (10.7%)
ED14	Percentage of pupils meeting expected education standards (NVQ2+) (2021)	76.8%	Up (70.8%)
ED15	No of applications for conversions from residential to tourist accommodation approved	1	Up (1)
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 819ha (gross) of employment land is available within the borough, excluding small areas (approximately 5ha) identified for employment within two mixed-use sites. The vast majority of available land, over 90%, is for specialist uses at Wilton International and within the South Tees Development Corporation (STDC) Teesworks site. Following significant preparation and demolition work on the Teeswork site there has been a significant increase in available land. It should however be noted that site areas are gross and therefore the entire site would not be available to deliver development, furthermore some of this land may be earmarked for development or be within private ownership and not readily available for wider development.

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

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

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

**5.7** Relatively small amounts of employment related floorspace have been provided during the period. Two developments were completed at Longbeck Industrial Estate in Marske providing 48.8m<sup>2</sup> of light industrial (Egii) floorspace and 825m<sup>2</sup> of industrial (B2) floorspace. 86.4m<sup>2</sup> of B8 floorspace was also completed at North Liverton Industrial Estate. 7.52ha of land previously recorded as available has been reclassified as developed over the monitoring period including land at Marske, North Liverton Industrial Estate and at the Teesworks site. There was no loss of employment land to alternative uses recorded during the monitoring period.

### Quality of Employment Land

**5.8** In terms of the quality of general industrial areas, these areas do vary and it is recognised that environmental, access and security improvements are needed in order to retain and to attract new businesses. A number of projects have been implemented or are being planned by the Council. In March 2018, the council agreed to invest £2m for improvements to existing

business parks and industrial estates and a further £2.8m for industrial estates growth. The Council will continue to make improvements 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

**5.9** In March 2023, the unemployment rate (model based) in Redcar & Cleveland was 3.9%, this was a decrease from 5.6% March 2022. This compared to a national rate (Great Britain) of 3.6% and a North East figure of 4.3%, both of which had also decreased from the previous March.

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

### Town and District Centres

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

### Use Class Order

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

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

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

**Table 2 Number of units in the town and district centres by use class (2023)**

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
B2	-	1	-	-	-	-	-	-
B8	-	1	-	1	-	-	-	-
C1	-	1	-	-	-	-	-	-
C2	-	-	-	-	1	-	-	-
	a)	-	-	-	-	-	-	-
C3	-	129	14	55	50	-	27	23
C4	-	-	-	-	-	-	-	-

## 5 Economic development

	Sub-category	Redcar	Eston	Guisborough	Loftus	Low Grange	Marske	Saltburn
E	a)	210	30	87	17	8	33	45
	b)	32	2	22	1	1	3	12
	c)	39	7	21	1	-	4	4
	d)	2	1	1	-	-	-	-
	e)	4	-	4	2	1	2	4
	f)	1	-	1	-	-	-	-
	g)	13	-	1	-	-	-	1
F1	-	14	1	9	2	1	1	2
F2	a)	-	-	-	-	-	-	-
	b)	-	-	-	-	-	-	-
	c)	-	-	-	-	-	-	-
	d)	1	-	-	-	-	-	-
Sui generis	-	44	6	14	2	1	3	3
	n)	4	2	2	-	1	-	1
	p/q)	28	5	13	2	1	4	4
	r)	26	12	7	1	-	5	5
<b>Total Units</b>		<b>550</b>	<b>80</b>	<b>238</b>	<b>79</b>	<b>14</b>	<b>82</b>	<b>104</b>

### Vacancy Rates and Unit Condition

**5.14** Through the adopted development plan, the Council seeks to improve and protect the vitality and viability of its designated centres. The amount of vacant floorspace and number of vacant units within a centre is a good indicator of its health. Table 3 shows the amount of commercial use floorspace as a proportion of the total floorspace for commercial uses.



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

Centre	Floorspace (m <sup>2</sup> )		% Vacant
	Total	Vacant	
Redcar	88,403	10,448	11.8% (-1.6%)
Eston	9,867	1,997	20.2% (+4.2%)
Guisborough	27,082	2,664	9.8% (+2.7%)
Loftus	4,668	283	6.1% (-1.3%)
Low Grange	20,089	0	0% (0%)
Marske	7,013	48	0.7% (-0.4%)
Saltburn	10,362	907	8.8% (4.0%)
<b>Total</b>	<b>167,485</b>	<b>16,347</b>	<b>9.8% (0%)</b>

**5.15** Over the reporting year, there was a very small increase in vacant floorspace, with no overall change of vacant floorspace as a percentage of commercial uses (all uses excluding housing (C3)) within our town and district centres. The biggest percentage decrease in vacant floorspace was in Redcar (although there was only one less vacant unit). The biggest percentage increase in vacant floorspace was in Eston (3 additional vacant units) which also has the highest floorspace vacancy rate of the centres at 20.2%.

**5.16** Table 4 shows that there are 96 vacant commercial units in the town and district centres. This is a relatively small increase from 91 in the previous year and has been a broadly similar number since the Plan was adopted 2018 with a slight peak in 2020 and 2021.

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

	2018	2019	2020	2021	2022	2023
Redcar	63	62	63	63	58	57
Eston	8	5	7	8	7	10
Low Grange	0	0	0	0	0	0
Loftus	5	5	7	6	6	5
Marske	1	1	2	3	1	1
Guisborough	10	12	19	22	16	16
Saltburn	5	3	2	2	3	7
<b>Total</b>	<b>92</b>	<b>94</b>	<b>100</b>	<b>104</b>	<b>91</b>	<b>96</b>

**5.17** The quality of the commercial units within the centres is also used to provide an indication of the health of a centre. Table 5 shows the number of units in a poor or very poor condition in the reporting year. Since the previous reporting year there has been a very small increase in the number of units in poor or very poor condition. Eston continues to have the highest percentage

## 5 Economic development

of units in poor or very poor condition (15.4%) with a slight increase (2 units) from the previous year. Loftus had the second highest percentage (13.8%) and had a small reduction (1 unit) in the number of units in poor/very poor condition. Redcar saw the biggest reduction in number of units in poor/very poor condition (5 units) which reduces the percentage to 9%. The other centres have similar numbers of poor/very poor condition units compared to the last reporting year. Caution should however be taken when considering percentage changes given the small of units in some centres.

**5.18** The Council is committed to improving the overall appearance of the borough's centres and will continue to address the quality of shop fronts through its regeneration programmes where funding allows, taking account of the good design guidance set out within the adopted Shop Fronts and Advertisements SPD.

Table 5 Condition of the units in town centre uses in the town and district centres

	Very Good	Good	Average	Poor/Very Poor	Poor/Very Poor 2021/22
Redcar	103	182	88	37 (9.0%)	42
Eston	18	21	16	10 (15.4%)	8
Low Grange	14	0	0	0 (0%)	0
Loftus	17	7	1	4 (13.8%)	5
Marske	26	19	8	1 (1.9%)	1
Guisborough	105	52	17	8 (4.4%)	8
Saltburn	37	26	11	4 (5.1%)	3
Total	320(38.5%)	307 (36.9%)	141 (16.9%)	64 (7.7%)	67

### Town Centre Use Permissions

**5.19** There was a decrease in the amount of floorspace permitted for town centre uses within the retail centres during the monitoring period, 243.7m<sup>2</sup> compared to 627.5m<sup>2</sup> in the previous period. The majority of these applications were for retail and included changes of use and small extensions.

**5.20** Outside of the designated retail centres, permission was granted for 3,873m<sup>2</sup> across a number of schemes. It should be noted that this figure includes some mixed-use schemes which include an unspecified mix of main town centre use and non-main town centre floorspace, such as restaurant and hot food takeaway. The majority of floorspace related to a food retail store at West Dyke Road in Redcar.

### Hot Food Takeaways

**5.21** Policy ED3, of the Council's Redcar and Cleveland Local Plan (adopted May 2018), seeks to protect the vitality and viability of the borough's town, district and local centres from an over proliferation of hot food takeaways. The policy indicates that there should be no more than 5% hot food takeaways within each centre when measured as a proportion of all commercial units within the centre.

**5.22** The Council's monitoring has shown that the policy has generally been successful in ensuring that there has been no further significant increase in the number of hot food takeaways within each of the borough's centres. The reporting year has seen no recorded change in the overall number of hot food takeaways within the designated centres. Changes to percentages between the years may be due to changes in the overall number of commercial (excluding C3) units within the centre. At Enfield Chase permission was granted for alterations to create two separate units including change of mixed restaurant and hot food takeaway to takeaway only.

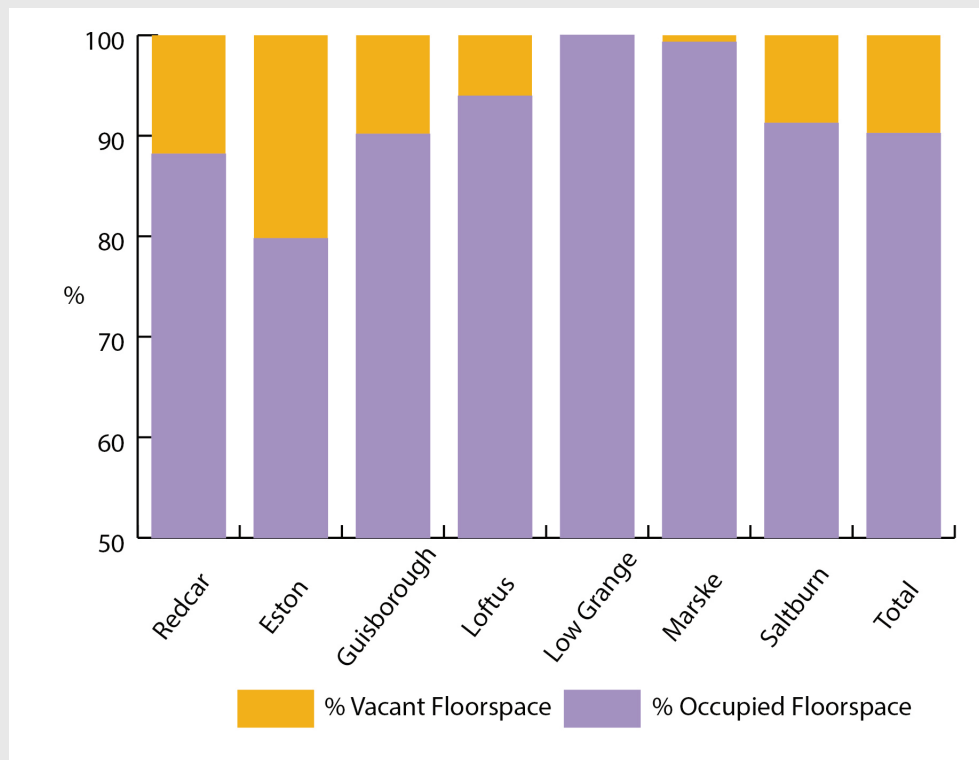
**5.23** Outside of the designated centres, three additional permissions for hot food takeaways were granted a restaurant/hot food takeaway with 'drive - thru' at Grangetown; a building for use as a takeaway at Cleveland Gate and change of part of the ground shop to hot food takeaway at Lingdale.

**Table 6 Number of Hot Food takeaway units**

	No. A5 Units	Proportion of commercial units in A5 use
Brotton	3	17.6%
Carlin How	1	20.0%
Ennis Square	7	33.3%
Enfield Chase	1	12.5%
Eston	12	18.2%
Guisborough	7	3.8%
Loftus	1	3.4%
Low Grange	0	0%
Marske	5	9.1%
New Marske	2	28.6%
Normanby	3	8.1%
Nunthorpe	2	18.2%
Park Avenue	0	0%
Redcar	26	6.2%
Roseberry Square, Redcar	2	22.2%
Saltburn	5	6.2%
Skelton	1	3.0%
Total	78	8.0%

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



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

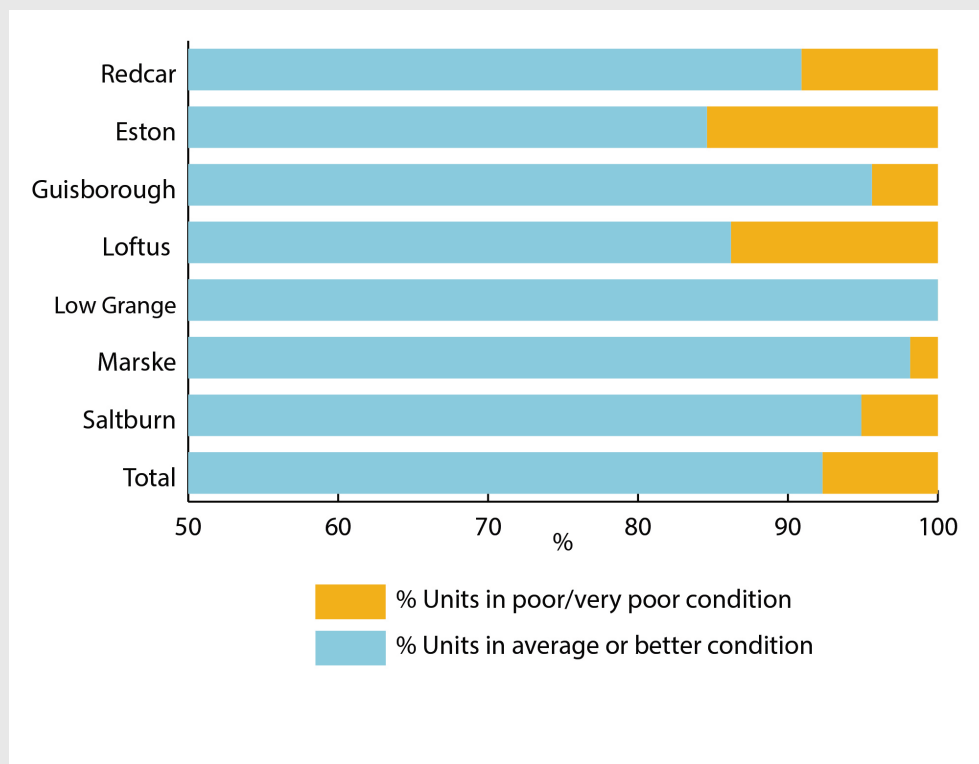
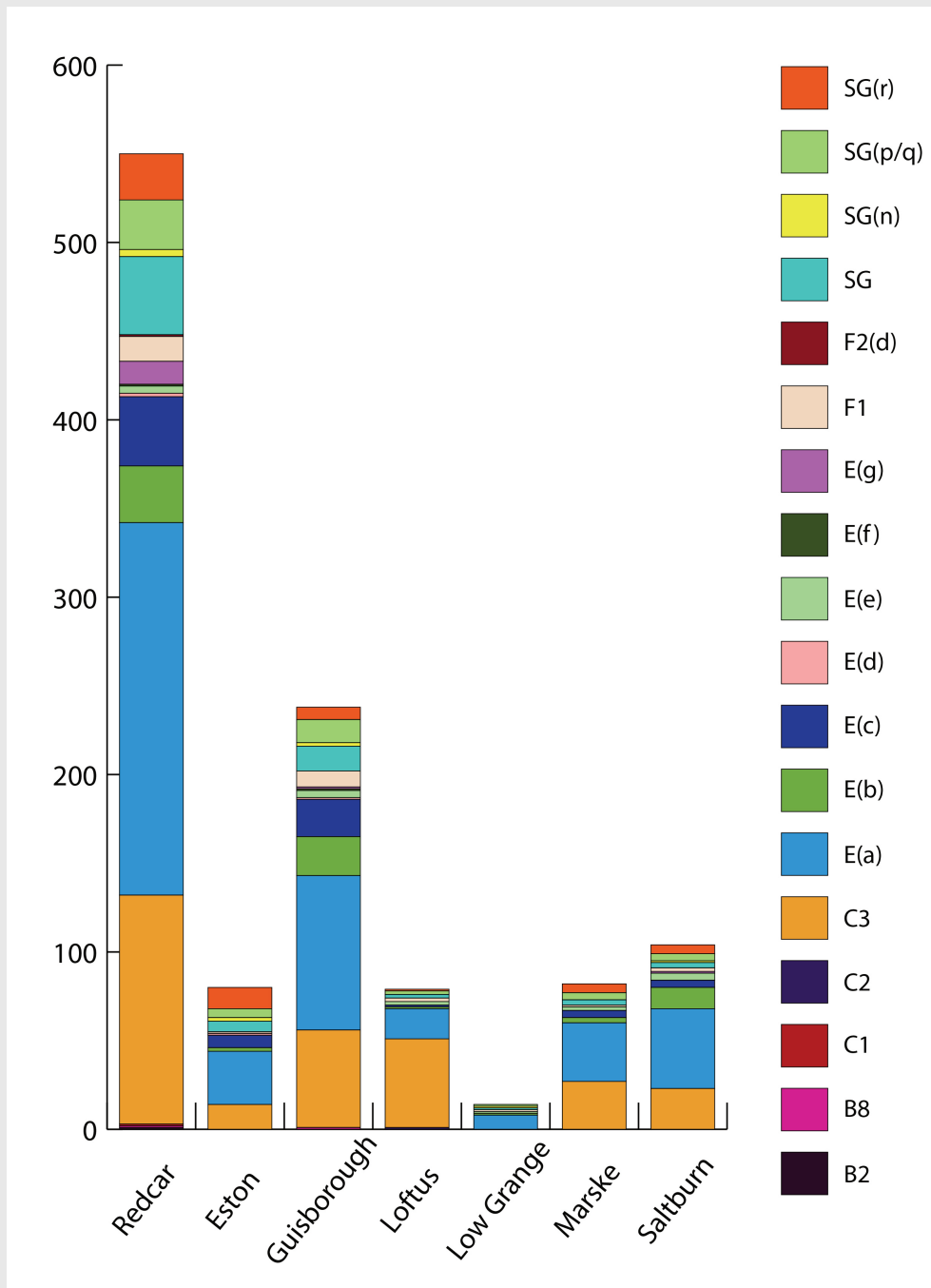


Figure 3 Units in the town and district centres by use class



Rural Development and Leisure and Tourism

5.24 Local Plan policy ED8 aims to support a range of businesses in East Cleveland including forestry, farm diversification and leisure and tourism developments. No farm diversification schemes were approved during the monitoring year.

5.25 There were two applications related to provision of tourist sites and pitches within the monitoring period. Permission was granted for an extension to the caravan park at Warrenby Redcar (38 pitches) and for siting a log cabin for holiday use at Brotton. Permission was also granted for a change of use from residential to guesthouse/hotel at Redcar.

## 5 Economic development

**5.26** It is recognised that the number of leisure and tourism developments, and developments supporting the rural economy, approved during the monitoring period remains relatively low. However, the Local Plan includes a number of new policies to support leisure and tourism developments to attempt to grow the leisure and tourism economy and improve the facilities on offer for local people. This includes promoting and enhancing Kirkleatham as a leisure and tourist destination, enhancing visitor facilities on Redcar Seafront and improving the leisure and tourism offer of Guisborough as a gateway to the National Park.

### Next Steps

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

Table 1 Housing Indicators

Indicator		Output	Trend
H1	Number of net additional dwellings	431	Down (435)
H2	Number of new housing completions (gross)	459	Up (454)
H3	Number of housing completions on allocated sites	159	Down (231)
H4	Number of affordable dwellings delivered	184	Up (141)
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** Permission was granted for one major housing application during the monitoring period. This was a reserved matters application (appearance, landscaping, layout and scale) at land South of Marske for residential development of 810 dwellings following approval on appeal of outline planning permission R/2013/0669/OOM.

**6.3** During the monitoring period residential applications have been affected by the issue of nutrient neutrality. In March 2022 Natural England advised that the Teesmouth and Cleveland Coast Special Protection Area (SPA) and Ramsar site was in an unfavourable condition due to nutrient enrichment, particularly from nitrates. Consequently, any new development that could result in additional nutrients entering the water course, including proposals creating overnight accommodation within the catchment area, must be assessed for impact on the SPA, with nutrient budget calculated and suitable mitigation provided in accordance with the Habitats Regulations. This issue has impacted potential development in the west of the borough. 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.

### Housing numbers

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

## 6 Housing

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.

**6.5** 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.

**6.6** 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 standard method for assessing housing need, rather than the higher target in the Local Plan. The latest published performance figure for Redcar & Cleveland is 519% (2022 measurement).

**6.7** During the past 8 years, we have delivered new housing at an average rate of approximately 404 dwellings per annum (net). The number of new homes completed (gross) decreased very slightly from 435 in 2021/22 to 431 in 2022/23. 159 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
<b>2015 - 23 (total)</b>	<b>3495</b>	<b>266</b>	<b>3229</b>

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

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



- if housing delivery falls below 85%; and
- application of the presumption in favour of sustainable development if housing delivery falls below 75%, subject to transitional arrangements.

**6.9** 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.

### Five Year Supply

**6.10** 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.

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

**6.12** Over the first 8 years of the plan period, from 1 April 2015 to 31 March 2023, there were 3,229 <sup>(2)</sup> net additional housing completions. This equates to over 80% of the minimum local plan requirement of 3,978 and it leaves a residual balance of 749 against that requirement. Annual completions have averaged 404 net.

**6.13** In 2022/23, there were 431 net additional completions (459 gross), which is similar to the previous year. The proportion of affordable dwellings (40%) was an increase on 21/22 (32%) and substantially higher than the average in the six preceding years (20%). This illustrates the recent importance of affordable tenure in maintaining a consistent completion rate.

**6.14** As at 31 March 2023, council records showed there were unimplemented planning permissions for an estimated 3,635 net additional dwellings, 97% of which (3,511) were on schemes of at least 5 dwellings (net). The remaining 124 dwellings were on 86 smaller sites (less than 5 dwellings), which included 12 outright stock losses on 9 sites. While it is not anticipated that all permissioned schemes will be implemented or completed within the plan period, it is also reasonable to assume that completions could be achieved on other sites, including sites which are currently the subject of planning applications awaiting determination.

**6.15** The 3,635 commitments included 541 recorded dwelling starts, over 80% of which were on five development sites at Portside Village (122), Kirkleatham Green (114), Woodcross Gate/Springwood Gardens (75), Hummersea Hills (70) and Castlegate (53).

## 6 Housing

**6.16** Based on the NPPF definition of deliverability and the associated guidance in the PPG, the estimated deliverable supply from 1 April 2023 to 31 March 2028 is 1,640 dwellings. The estimated completions would comfortably evidence a five-year deliverable supply against the assessed requirement (310) and would surpass the residual balance against the local plan minimum requirement (740), prospectively within two years.

**6.17** 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 2023 -31 March 2028.

**Table 3 Estimated Deliverable Supply Summary 2023/24-2027/28**

Supply Component	Sites	Deliverable Supply 2023/24 - 2027/28	Balance to Year 6
Under Development <sup>(1)</sup>	18	1,072	406
Detailed Permission	6	168	687
Detailed Application	4	298	118
Smaller Permissions (fewer than 5 dwellings net)	86	103	0
Total	114	1,640	848
Annualised Average	-	328	-

1. (excludes 32 starts on schemes of less than 5 dwellings net)

### Brownfield Land Register

**6.18** 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.

**6.19** 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.

**6.20** 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

**6.21** 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 2023 was £152,955, up by approximately 4.7% from £146,063 in March 2022. This average house price is similar to the North East average of £152,527 and higher than the average in Middlesbrough (£138,899)

and Hartlepool (£134,023) but lower than Darlington (£158,137) and Stockton (£165,962). The average house price for the UK increased by approximately 3% to £282,115, which is approximately 84% higher than in Redcar and Cleveland.

**6.22** 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.

**6.23** During 2023-23 there were a total of 184 units of affordable housing delivered in the borough, an increase from the previous year. The majority of the units were on developments in South Bank, Marske, Normanby, Redcar and Loftus. They consisted of a mixture of house types including bungalows.

### Gypsies, Travellers and Travelling Showpeople

**6.24** 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.

**6.25** 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 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
<b>Total</b>	<b>9</b>	<b>27</b>

**6.26** 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.

**6.27** 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.

**6.28** 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 Housing

**6.29** During the 2022/23 monitoring period there was no planning applications for gypsy or traveller sites within the borough.

### Self-Build and Custom Build Register

**6.30** 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.

**6.31** 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.

**6.32** 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.

**6.33** The Council's register was made available in 2016. During the latest register monitoring period to the end of October 2023 (base period 8), one further entry was added bringing the total currently on the register to fourteen.

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

Table 5 Self and Custom Build Register Entrants

Base period	2016 (1)	2016/17 (2)	2017/18 (3)	2018/19 (4)	2019/20 (5)	2020/21 (6)	2021/22 (7)	2022/23 (8)
Individual	2	4	0	3	1	1	0	1
Group	0	0	0	0	0	0	0	0
Other	0	2	0	0	0	0	0	0
Base period total	2	6	0	3	1	1	0	1
Running total	2	8	8	11	12	13	13	14

**6.35** 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.

**6.36** 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.

**6.37** 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. Unlike in previous monitoring years permissions for single plots are no longer counted as suitable for self or custom build unless explicitly stated.

**6.38** The table below details that by October 2023, permission had been granted for eight self-plots, four plots less than the current requirement under the duty and six plots less than the current number of entrants on the register. The Council will support appropriate applications for self and custom build plots within the borough where they will help to meet the needs identified by the register.

**Table 6 Suitable Self and Custom Build Permissions**

Base period	2016 (1)	2016/17 (2)	2017/18 (3)	2018/19 (4)	2019/20 (5)	2020/21 (6)	2021/22 (7)	2022/23 (8)
Individual	0	0	6	0	0	1	1	0
Group	0	0	0	0	0	0	0	0
Base period total	0	0	6	0	0	1	1	0
Running total	0	0	6	6	6	7	8	8

### Next Steps

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

## 7 Environmental quality

Table 1 Environmental quality Indicators

Indicator		Output	Trend
EQ1	Number of applications permitted on the heritage coast	0	Down (2)
EQ2	Number of applications permitted in sensitive landscape areas	13	Down (16)
EQ3	Number of applications permitted in historic landscape of the Eston Hills	3	Same
EQ4	Total amount of primary and secondary open space lost to new development (permission granted)	13,777m <sup>2</sup>	Up (67.5m <sup>2</sup> )
EQ5	Amount of new open space approved	0.01ha	Up (0)
EQ6	Percentage change in area of designated biodiversity sites	0.02%	Up (0)
EQ7	Number of heritage assets classified 'at risk'	5 Listed Buildings/ Structures/ Places of Worship	Same
		4 Scheduled Monuments	Same
		2 Conservation Areas	Same
		1 Registered Park and Garden	Same
EQ8	Up to date appraisals for Conservation Areas	1	Same
EQ9	Total amount of waste collected (tonnes)	63,802 (Municipal)	Down (67,283)
		53,790 (Household)	Down (57,866)
EQ10	Percentage of household waste arising by management type	67.26% Energy recovery	Up (66.76%)
		13.05% Recycled (dry)	Down (20.86%)
		17.19% Composting/Aerobic digestion	Down (17.29%)
		6.06% Landfill	Up (0.59%)
EQ11	Number of planning applications approved for leisure facilities	3	Up (1)
EQ12	Number of applications approved in strategic gaps/green wedges	5 strategic gap/5 green wedge	Up (0)
EQ13	Loss of open space in conservation areas	0	Same

**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 continues to be a priority for the Council. 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 2023, 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** Work on the Grade II\* listed Red Barns is nearly complete and almost occupied, 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 two Conservation Areas on the register:

- Loftus
- Coatham

**7.7** Loftus is on the register due to a lack of planning restrictions meaning there have been inappropriate changes under permitted development rights, unsympathetic advertisements allowed via deemed consent, and neglect of both occupied and unoccupied buildings. Work is ongoing to improve Loftus High Street. The Loftus Conservation Area Character Appraisal has been updated and an accompanying Management Plan was consulted on in early 2023. It will be published as a Supplementary Planning Document (SPD) in the near future. Coatham is on

## 7 Environmental quality

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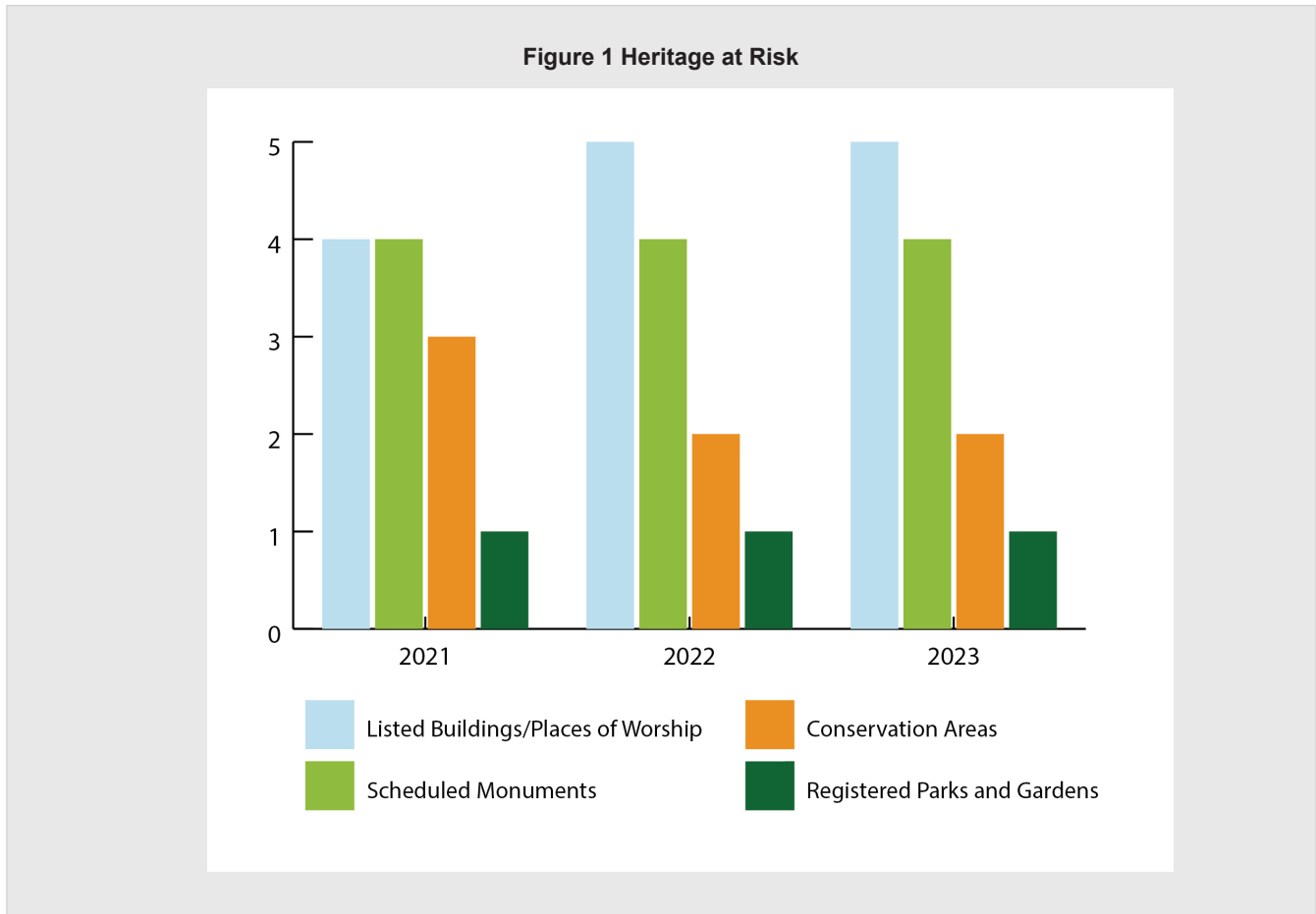
the list, again due to inappropriate changes under permitted development but also due to some neglect issues. Work has begun on updating Coatham's Character Appraisal and an updated appraisal for Guisborough is also currently being prepared.

**7.8** 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 Article 4 Direction seeks to encourage sympathetic alterations to be carried out to properties in the conservation area by allowing specified alterations without planning permission.

**7.9** Updated character appraisals and management plans for all conservation areas (outside of the National Park) are intended to follow.



**7.10** 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

**7.11** 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, thirteen applications were approved for development in sensitive landscape areas including household alterations, car parking, renewable energy and change of use. Three of these applications were also in the Eston Hills Sensitive Landscape Area. The impact of these proposals on the sensitive landscape areas were judged to be minimal.

**7.13** Permission was granted for one development in the strategic gap between Marske and New Marske, a reserved matters application for residential development, convenience store, primary school, children's day nursery, GP surgery/pharmacy. Outline permission was granted at appeal where the Planning Inspectorate considered the development within the strategic gap to be acceptable. Permission was also granted for four applications within the Marske and Saltburn strategic gap including alterations to an existing building, creation of an allotment and permissions at Saltburn Golf Club. 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. During the monitoring period permission was granted for four developments on land designated under Policy N3 'Open Space and Recreation'. Permission was granted for an access road and car parking at Skelton United Football Club. This would not impact on playing pitches. Plans were approved for the redevelopment of Coronation Park at Loftus which will amend the layout of the park. Permission was also granted for a Park and Ride Facility at Coatham Marsh which would result in a loss of 13,777 m<sup>2</sup>. The site is not currently accessible to the general public for recreational purposes and therefore it was stated that development would not contribute to an adverse impact on recreational opportunities.

**7.15** 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 2022/23, Green Flag Awards were once again given to two open spaces within the borough, Flatts Lane Woodland Country Park and Guisborough Forest and Walkway.

**7.16** In 2022, Saltburn was recognised with Blue Flag status for the high quality of the seawater, clean beach and nearby amenities for the fourth year. However as bathing water quality status in Saltburn dropped from excellent to good, Saltburn was not eligible to apply for the status in 2023. Northumbrian Water has carried out major infrastructure works to significantly increase storm water storage capacity and reduce pollution by slowing down the flow rate through the rivers to the sea.

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

### Biodiversity

**7.18** During the 2022-23 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

**7.19** Based on the latest available Natural England survey data Lovell Hill Pools, Saltburn Gill and Boulby Quarries were in favourable condition. 73% of Pinkney and Gerrick Woods was in favourable condition, with 27% in unfavourable recovering condition. 66% of Teesmouth and Cleveland Coast was in unfavourable recovering condition, 3% unfavourable no change and 29% unfavourable declining condition.

**7.20** The Teesmouth and Cleveland Cost SSSI was formally notified by Natural England in April 2019. This SSSI combines, links and extends seven previous SSSIs and underlies the Teesmouth and Cleveland Coast Special Protection Area (SPA). On 16 January 2020 proposals

were approved to extend the Teesmouth and Cleveland Coast SPA with breeding common tern *Sterna hirundo* and avocet *Recurvirostra avosetta*, and non-breeding ruff *Calidris pugnax* being added as features. Notably, in terms of the potential impacts on the SPA from recreation and tourism, these additional areas include the intertidal area as far south as Marske and Coatham Marsh.

**7.21** As mentioned earlier in this report, 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.

**7.22** 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.

**7.23** The Local Plan requires developers to contribute towards the mitigation measures listed in the RMP or provide other suitable mitigation to satisfy the requirements of the Habitats Regulations Assessment. Mitigation measures have begun to be implemented including improvements to alternative sites, the production and distribution of leaflets and an update of visitor surveys. During the reporting year £13,200 was collected through Section 106 agreements to fund mitigation measures.

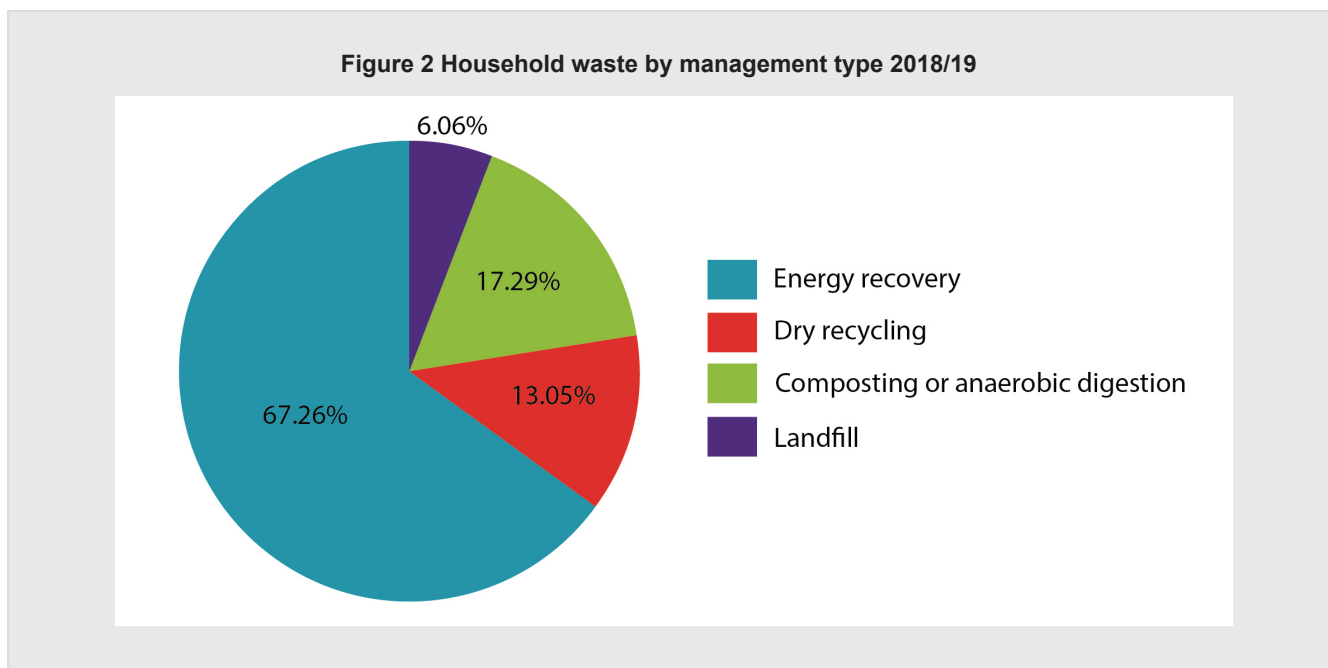
**7.24** Local Sites can be Local Wildlife Sites or Local Geological Sites. They are the non-statutory conservation sites which do not have legal protection but have policy protection through the Local Plan. In January 2023, the Schedule of Local Sites and the on-line Local Plan Policies Map were updated to include the designation of the South Bank Station, Black Path Local Wildlife Site. As of March 2023, there were 104 Local Sites within the borough, including the area which lies within the National Park, 26.9% were in positive management.

### Minerals and Waste

**7.25** 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 Environmental quality

**7.26** Waste management policies continue to encourage the re-use, recycling and recovery of waste in Redcar and Cleveland. In 2022/23, 63,802 tonnes of municipal waste was collected, a 5.2% decrease from 67,283 tonnes in 2021/22. A total of 53,790 tonnes of household waste was collected, a 7.0% decrease from 57,866 tonnes in 2021/22. The percentage of household waste sent to landfill increased to 6.06%, the landfill rate was particularly higher than normal in the second quarter of 2022/23 at 19.0%. There was a decrease in the amount of waste sent for recycling and a slight decrease in waste sent for composting or anaerobic digestion. The amount of waste sent for energy recovery increased slightly to 67.26%.



**7.27** Where relevant all planning applications included a waste audit. No planning permissions were granted within safeguarding areas which would affect long term mineral resources. Rail and port facilities are being used to transport minerals, including from the Boulby Mine to Teesport. No permissions were granted for minerals or aggregates during the monitoring period.

### Leisure and recreation facilities

**7.28** In previous years approvals for D2 uses were monitored, however with changes to the use class system leisure and recreation facilities now fall within E and F2 use classes. Within the year permission was granted for three facilities related to leisure and recreation, the provision of an outdoor cricket practice facility, extension to a golf driving facility and provision of an external store at Eston Leisure Centre.

**7.29** 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 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	6	Down (25)
TCI2	Number of people killed or seriously injured in traffic accidents	63	Up (59)
TCI3	Bus patronage	2.85 million	Up (2.3 million)
TCI4	Number of new community facilities permitted (F1)	11	Up (0)
TCI5	Number of community facilities lost	0	Same
TCI6	Annual rail patronage	900,918	Up (819,956)
TCI7	Length of improved path	554m	Down (4.8km)

**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 patronage was in decline for many years, before a very sharp decline during the COVID-19 pandemic. In 2022/23 there were approximately 2.85 million bus journeys. This is an increase from 2.3 million journeys in 2021/22 but this is still well below 3.35 million journeys in 2019/20. The Council will continue to promote sustainable forms of transport to stem the decline in the use of these modes of transport.

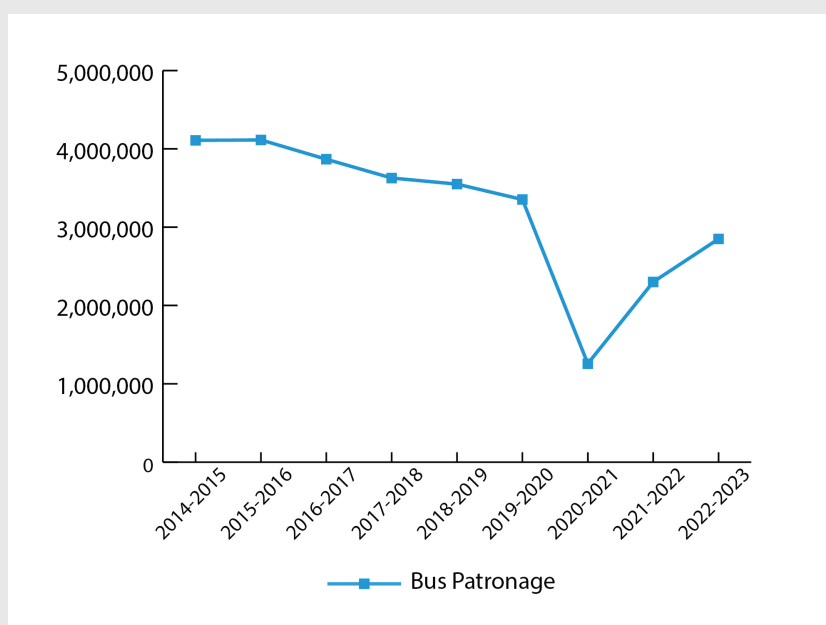
**8.3** According to Office of Rail and Road estimates of station uses in 2022/23 there were 900,918 entries and exits of passengers in the eight stations in Redcar & Cleveland, an increase from 819,956 in 2021/22 but still below 953,986 entries and exits in 2019/20. This pattern is similar to the national picture. Prior to the COVID-19 pandemic entries and exits had increased year on year. The borough's busiest station was Redcar Central with 367,424 entries and exits recorded.

**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. In November 2022 work was completed on large-scale improvement works to the A171 at Swans Corner Roundabout. The scheme is designed to improve journey times, reduce congestion and accommodate future traffic growth. 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

## 8 Transport and community infrastructure

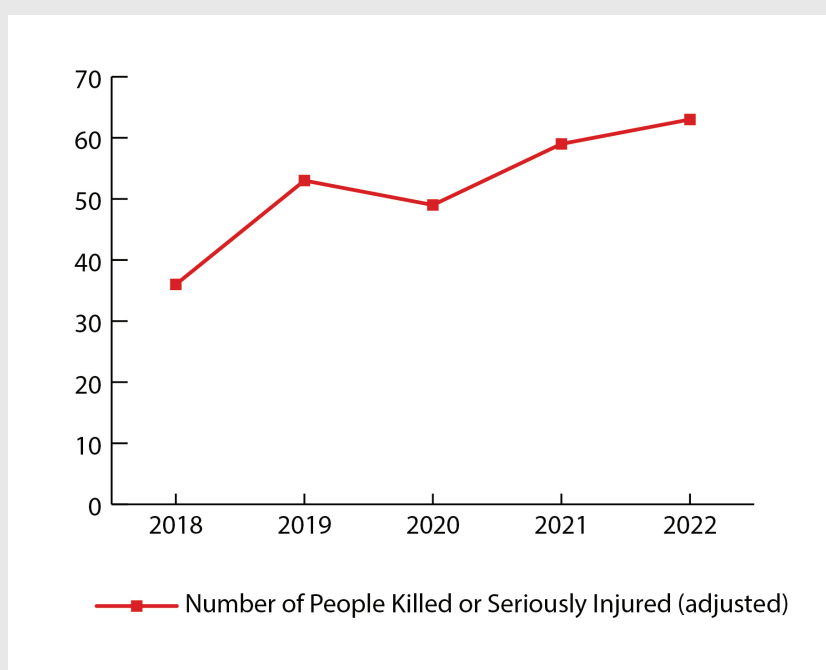
create sustainable and active communities, including through improving safety and health. In 2022/23, there was 554m of improved Public Rights of Way path including 100m of newly installed path, 234m of scraped off path and 200m of improved drainage and surfacing.

Figure 1 Bus Patronage



**8.5** According to latest Department for Transport figures the number of people killed or seriously injured in traffic accidents (adjusted) increased to 63 in 2022 from from 59 in 2021.

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



## 8 Transport and community infrastructure

### Community Facilities

**8.6** 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.

**8.7** Within the monitoring period there were eleven permissions for F1 Learning and non-residential institutions uses including improvements to a number of libraries and education/training facilities. There were two permissions for F2 uses relating to outdoor sports facilities.

**8.8** Contributions towards leisure were gathered from developers during the monitoring period.

#### Next Steps

The Council will:

- Work with the Tees Valley Combined Authority to adopt and implement the Tees Valley Strategic Transport Plan, including the delivery of projects in Redcar & Cleveland through the Local Implementation Plan.
- Continue to encourage a modal shift to sustainable and active modes of transport through the Local Plan and Local Transport Plan, and continue to seek external funding to improve public transport provision and highways improvements within the borough.
- Promote and protect vital community facilities through the Local Plan, particularly in rural parts of the borough.





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# Member Report

## Review of licence fees

**Report to:** Regulatory Committee  
**Report from:** Stephen Brown  
**Portfolio:** Growth Enterprise and Environment  
**Report date:** 1 May 2024  
**Decision type:** Committee

### 1.0 Summary of report

1.1 The report presents a proposal for the review of fees and charges in relation to applications for pavement licences and animal welfare licences.

### 2.0 Recommendation

2.1 The report recommends that the proposed fees and charges in relation to applications for pavement licences and animal welfare licences are approved.

### 3.0 Background

3.1 The council may charge reasonable fees to recover the costs associated with applications and licences in accordance with the following provisions:

- Section 2 of the Business and Planning Act 2020
- Regulation 13 of The Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018
- Section 15 of the Zoo Licensing Act 1981

3.2 Licence fees should be calculated on a cost-recovery basis in order for the associated costs of the service to be met by businesses benefiting from the licensed activity. If licence fees do not recover the costs of providing the licensing service, any deficits in the account will need to be covered from council general funds.

3.3 In relation to pavement licences, the council can charge up to a maximum amount of £500 for new applications and £350 for renewal applications but the general cost-recovery principles still apply.

3.4 The calculations for the proposed fees are included at Appendix 1 for pavement licences and Appendix 2 for animal welfare licences. The initial tables in each appendix, which are highlighted in orange, contain costs that are not directly related to the processing of applications. The subsequent tables, highlighted in blue, contain the calculations for processing applications.

#### 4.0 Proposed fee review

- 4.1 The cost of the service is determined by several factors including staff salaries, accommodation, utilities, IT support, legal costs, software, insurance, printing and postage. The licence fee for each application is then dependent on several other factors including, where applicable, the time spent on administration, inspections, complaints, compliance checks, committees and consultations.
- 4.2 The table below shows the fees which are currently in force as well as the fees which are being proposed with the percentage value of the increase. It should be noted that the animal welfare fees have not changed since 2018 and the zoo fees have not changed since 2014.

Licence type	Current	Proposed	Increase
Pavement licence new (2 years)	-	£344	-
Pavement licence renewal (2 years)	-	£315	-
Animal welfare licence (1 year)	£220	£239	8.6%
Animal welfare licence (2 years)	£270	£313	15.9%
Animal welfare licence (3 years)	£320	£388	21.2%
Animal welfare licence variation	£60	£74	23.3%
Animal welfare licence re-rating	£90	£105	16.6%
Zoo licence (4 years)	£200	£273	36.5%
Zoo licence (6 years)	£200	£382	91%

#### 5.0 Council priorities

- 5.1 The council is committed to ensuring that the organisation is strong and sustainable.
- 5.2 A regular review of licence fees is essential to ensure that the licensing regime is adequately resourced to deliver its public protection functions.

#### 6.0 Impact assessment

- 6.1 If licence fees do not recover the costs of providing the licensing service, any deficits in the account will need to be covered from council general funds.

#### 7.0 Appendices

Appendix 1 – Pavement licence calculations  
Appendix 2 – Animal licence calculations

#### 8.0 Contact officer

Stephen Brown  
Licensing Manager  
[stephen.brown@redcar-cleveland.gov.uk](mailto:stephen.brown@redcar-cleveland.gov.uk)  
01287 612402

## Appendix 1 – Pavement licence calculations

Annual Activities	Total Hours				
	LM	LO	SLA	EO	LA
Policy setting (every 3 years)	6.0	1.0	1.0	0.0	0.0
Fee setting	2.0	0.0	0.0	0.0	0.0
Research, reading, training, meetings, etc.	2.0	0.0	0.0	0.0	0.0
Service requests (8x per year)	1.0	2.0	0.0	16.0	0.0
Drafting procedures and guidance documents and web development	2.0	0.0	0.0	0.0	0.0
Information requests and general enquiries	2.0	2.0	0.0	0.0	0.0
<b>Total hours per officer</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>16</b>	<b>0</b>
<b>Total cost per officer</b>	<b>£675.15</b>	<b>£176.44</b>	<b>£28.27</b>	<b>£435.83</b>	<b>£0.00</b>
Total officer costs per year	£1,315.69				
Specific costs	0				
Active licences	10				
<b>Total annual cost per year per licence</b>	<b>£131.57</b>				

New application process	LM	LO	SLA	EO	LA
Receipting and checking application			5.00		10.00
Record application and associated information in Cx					15.00
Follow up queries re application			5.00		5.00
Commencing consultation and associated queries	2.00		5.00		
Publish and verify notice on website			5.00		
Inspection of premises (includes travel, reports, logging)				60.00	
Determination and approval	20.00	20.00			
Issue licence			10.00		
<b>Total time per application in minutes</b>	<b>22.00</b>	<b>20.00</b>	<b>30.00</b>	<b>60.00</b>	<b>30.00</b>
<b>Total time per year in hours (reference)</b>	<b>29.64</b>	<b>26.94</b>	<b>40.41</b>	<b>80.83</b>	<b>40.41</b>
<b>Total cost (£)</b>	<b>£16.50</b>	<b>£11.76</b>	<b>£14.14</b>	<b>£27.24</b>	<b>£11.19</b>
Processing fee	£81				
Annual costs (2 years)	£263				
<b>Total cost of new licence application (2 years)</b>	<b>£344</b>				

Renewal application process	LM	LO	SLA	EO	LA
Receipting and checking application			5.00		10.00
Record application and associated information in Cx					10.00
Follow up queries re application					
Commencing consultation and associated queries	2.00		5.00		
Publish and verify notice on website			5.00		
Inspection of premises (includes travel, reports, logging)				60.00	
Determination and approval	5.00				
Issue licence			10.00		
<b>Total time per application in minutes</b>	<b>7.00</b>	<b>0.00</b>	<b>25.00</b>	<b>60.00</b>	<b>20.00</b>
<b>Total time per year in hours (reference)</b>	<b>9.43</b>	<b>0.00</b>	<b>33.68</b>	<b>80.83</b>	<b>26.94</b>
<b>Total cost (£)</b>	<b>£5.25</b>	<b>£0.00</b>	<b>£11.78</b>	<b>£27.24</b>	<b>£7.46</b>
Processing fee	£52				
Annual costs (2 years)	£263				
<b>Total cost of renewal licence application (2 years)</b>	<b>£315</b>				

## Appendix 2 – Animal licence calculations

Annual Activities	Total Hours				
	LM	LO	SLA	EO	LA
Policy setting (every 3 years)	6	1	1	1	1
Fee setting	8	1	0	0	0
Research, reading, training, meetings, etc.	8	2	2	10	0
Service requests (8x per year)	4	4	2	16	0
Drafting procedures and guidance documents and web development	2	0	0	0	0
Information requests and general enquiries	6	0	0	10	0
<b>Total hours per officer</b>	<b>34</b>	<b>8</b>	<b>5</b>	<b>37</b>	<b>1</b>
<b>Total cost per officer</b>	<b>£1,530.34</b>	<b>£282.31</b>	<b>£141.36</b>	<b>£1,007.85</b>	<b>£22.38</b>
<b>Total officer costs per year</b>	<b>£2,984.24</b>				
Specific costs	0				
Active licences	40				
<b>Total annual cost per year per licence</b>	<b>£74.61</b>				

Interim inspections	LM	LO	SLA	EO	LA
Inspection of premises (includes travel, reports, logging)	0	0	0	2	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
	0	0	0	0	0
<b>Total hours per officer</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>Total cost per officer</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£54.48</b>	<b>£0.00</b>
<b>Total officer costs per inspection</b>	<b>£54.48</b>				

Application fee	LM	LO	SLA	EO	LA
Receipting and checking application			5.00		10.00
Record application and associated information in Cx					15.00
Inspection of premises (includes travel, reports, logging)				150.00	
Verification and approval	5.00	5.00	10.00		
Inform applicant of outcome and request fee					20.00
Processing licence fee			10.00		
Issue licence			5.00		10.00
<b>Total time per application in minutes</b>	<b>5.00</b>	<b>5.00</b>	<b>30.00</b>	<b>150.00</b>	<b>55.00</b>
<b>Total time per year in hours (reference)</b>	<b>9.12</b>	<b>9.12</b>	<b>54.72</b>	<b>273.59</b>	<b>100.32</b>
<b>Total cost (£)</b>	<b>£3.75</b>	<b>£2.94</b>	<b>£14.14</b>	<b>£68.10</b>	<b>£20.51</b>
Processing fee	£109				
Annual costs per year	£75				
Interim inspection cost	£54				
<b>Animal welfare licence (1 year)</b>	<b>£239</b>				
<b>Animal welfare licence (2 years)</b>	<b>£313</b>				
<b>Animal welfare licence (3 years)</b>	<b>£388</b>				
<b>Zoo licence (4 years)</b>	<b>£273</b>				
<b>Zoo licence (6 years)</b>	<b>£382</b>				

Variations	LM	LO	SLA	EO	LA
Receipt of application and data entry					10.00
Checking application (includes follow-up queries)				10.00	
Inspection of premises (includes travel, reports, logging)				120.00	
Verification and approval			10.00		
Issue licence			5.00		10.00
<b>Total time per application in minutes</b>	<b>0.00</b>	<b>0.00</b>	<b>15.00</b>	<b>130.00</b>	<b>20.00</b>
<b>Total time per year in hours (reference)</b>	<b>0.00</b>	<b>0.00</b>	<b>27.36</b>	<b>237.11</b>	<b>36.48</b>
<b>Total cost (£)</b>	<b>£0.00</b>	<b>£0.00</b>	<b>£7.07</b>	<b>£59.02</b>	<b>£7.46</b>
<b>Processing fee</b>	<b>£74</b>				

Re-rating applications	LM	LO	SLA	EO	LA
Receipt of application and data entry					20.00
Inspection of premises (includes travel, reports, logging)				150.00	
Verification and approval	5.00	5.00	10.00		
Inform applicant of outcome and request fee					20.00
Processing licence fee			10.00		
Issue licence			5.00		10.00
<b>Total time per application in minutes</b>	<b>5.00</b>	<b>5.00</b>	<b>25.00</b>	<b>150.00</b>	<b>50.00</b>
<b>Total time per year in hours (reference)</b>	<b>9.12</b>	<b>9.12</b>	<b>45.60</b>	<b>273.59</b>	<b>91.20</b>
<b>Total cost (£)</b>	<b>£3.75</b>	<b>£2.94</b>	<b>£11.78</b>	<b>£68.10</b>	<b>£18.65</b>
<b>Processing fee</b>	<b>£105</b>				



# Regulatory Committee

1<sup>st</sup> May 2024

# Regulatory Committee - Procedures

- **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.**

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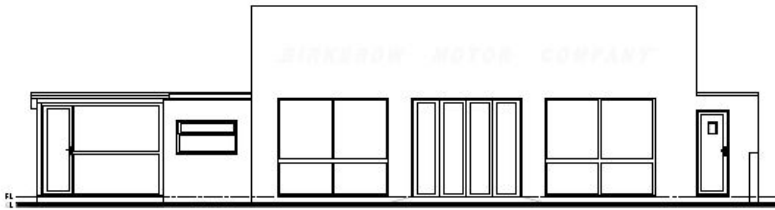
# Regulatory Committee - Procedures

- **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.**

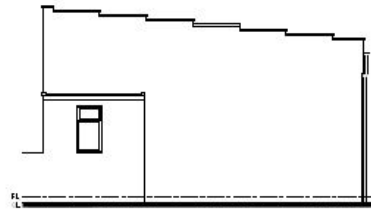
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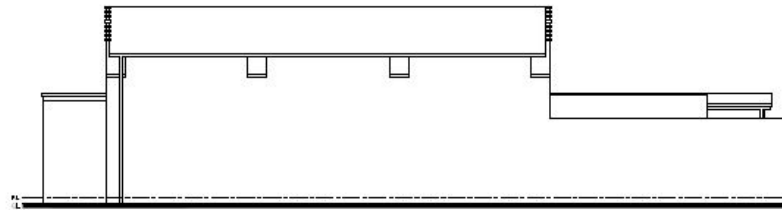
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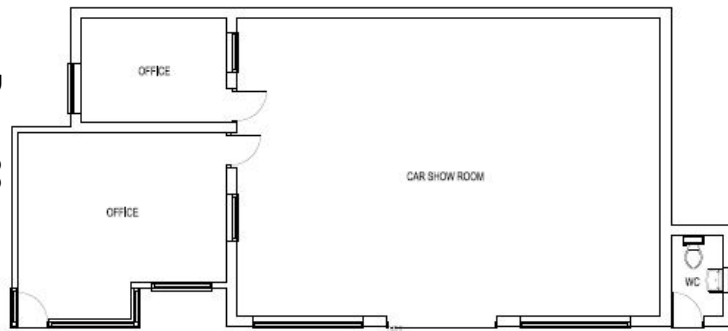
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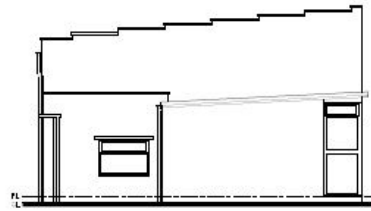
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EXISTING REAR ELEVATION



EXISTING GROUND FLOOR PLAN

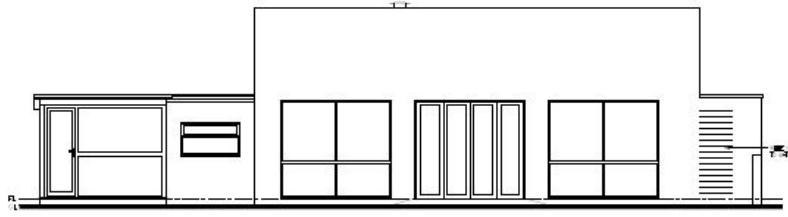


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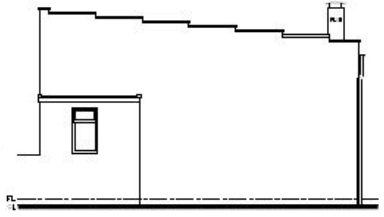
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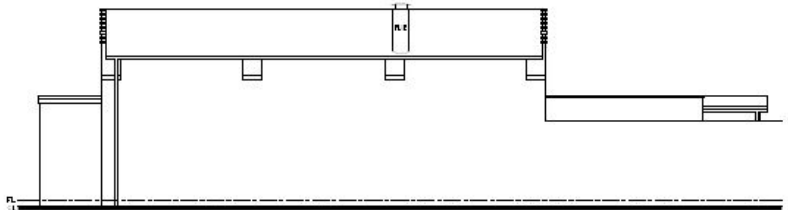
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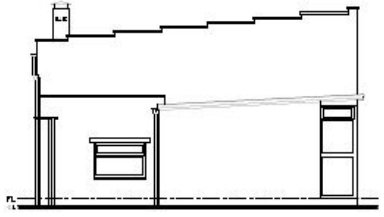
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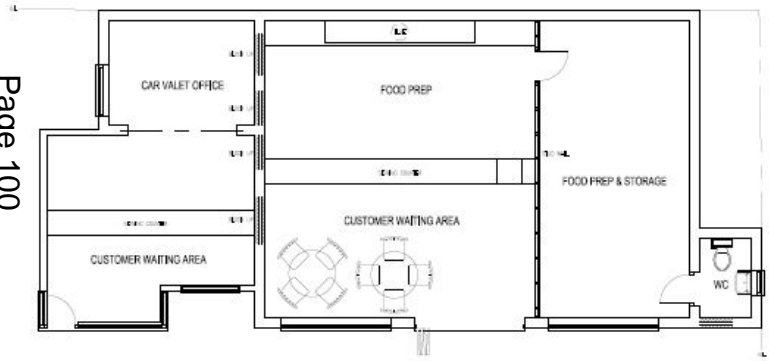
PROPOSED SIDE ELEVATION



PROPOSED REAR ELEVATION



PROPOSED SIDE ELEVATION



PROPOSED GROUND FLOOR PLAN

Page 100

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<p>PROPOSED                  PLANS &amp; ELEVATIONS</p>	
<p>Rev. No.</p>	<p>DATE</p>
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## Redcar and Cleveland Borough Council

### Planning (Development Management)

APPLICATION NUMBER: R/2023/0715/FF  
LOCATION: LIVERTON MINES GARAGE LIVERTON  
TERRACE LIVERTON MINES SALTBURN BY  
THE SEA TS13 4QG  
PROPOSAL: CHANGE OF USE FROM CAR SHOWROOM  
TO MIXED USE OF HOT FOOD TAKEAWAY  
(SUI GENERIS) WITH EXTERNAL FLUE TO  
REAR AND CAR VALETING CENTRE

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

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### BACKGROUND

Members will recall that the application was presented to Regulatory Committee on 2<sup>nd</sup> April 2024. Following the public speaking and during the debate concern was raised with the proposed opening hours of the hot food takeaway element of the application.

The hot food takeaway part of the application originally proposed to open 5pm till Midnight (Monday to Sunday, including Bank Holidays).

Members voted to defer the application to allow the applicant time to consider the opening hours as there was concern over activity associated with the use until midnight. During the debate it was evident that there were mixed views from the committee over what time would be suitable.

The agents have discussed the matter with the applicant and provided the following updated information as a result of the decision at committee in April:

*I have spoken with the client and he has proposed opening times of 4pm - 11pm, which is in line with the takeaway in Loftus, the closest to the site. Also, Brotton Pizza closes at 11:15pm, Skelton closes at 12:30am. The client is also looking to seek evidence of the nightlife at the nearby pub, which is open until 12:30am some evenings.*

The opening until 11pm is considered acceptable and would not have an adverse impact on the character and the appearance of the area or on neighbour amenity for the reasons outlined in the original report which is below.

The recommendation remains that planning permission be granted subject to the conditions below; (condition 6 has been updated from the original report to reflect the change in hours).



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 and site plan received by the Local Planning Authority on 06/12/2023

Plans and elevations as proposed received by the Local Planning Authority on 04/12/2023

Extraction and ventilation details received by the Local Planning Authority on 04/12/2023

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

3. Prior to the development being brought into permitted end use, a noise assessment shall be carried out to assess the likelihood of adverse impacts on nearby noise sensitive properties from car washing and valeting activities. Where adverse impacts are identified then a scheme of works detailing how the impacts will be reduced to acceptable levels shall be submitted for the approval of the Local Planning Authority. The approved report shall include mitigating measures for protecting the neighbouring residential occupants from noise, and vibration and shall thereafter be retained.

REASON: In the Interest of neighbour amenity in accordance with Redcar and Cleveland Local Plan Policy SD4.

4. Prior to the installation of equipment for fume extraction, details that accord with appropriate guidance on the control of odour and noise from commercial kitchen exhaust systems shall be submitted to, and approved in writing by the Local Planning Authority.

The development shall not be brought into end use until the approved extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval and shall be operated at all times when cooking is being carried out on the premises.

REASON: In the interests of the amenity of the area in accordance with Redcar and Cleveland Local Plan Policy SD4.

5. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

6. The use of the car wash/valeting services shall not be carried out outside the hours of 09:00-17:00 on Monday to Sunday.

The use of the hot food takeaway shall not be carried out outside the hours of 16:00 - 23:00 on Monday to Sunday.

REASON: To safeguard the residential amenity of nearby occupiers in accordance with Local Plan Policy SD4.

## **APPLICATION SITE AND DESCRIPTION**

Permission is sought for change of use from car showroom to mixed use of hot food takeaway (sui generis) with external flue to rear and car valeting centre.

The application relates to Liverton Mines Garage, Liverton Terrace, Liverton Mines. The garage building is located on the north side of Liverton Terrace within a predominately residential area containing a mix of terraced and semi detached dwellings. To the west of the site lies The Old Post Office shop and the public house of Hollywell View.

This application seeks consent to change the use of the vacant car showroom to a mixed use of hot food takeaway and car valeting centre. The application proposes minimal external alterations. The existing door on the front elevation which serves the w.c will be blocked up to allow for access from inside the building to the w.c and an external flue will be installed to the rear of the building. The flue will extend out approximately 1.2m beyond the roof slope. The existing sales office will convert into the car valet office and customer waiting area. The main car showroom area will be converted into food prep and storage area and customer waiting area. The current w.c will be for staff within the food prep area. The proposed floor space for the car valeting area will be 30 square metres. The car valeting area proposes to open 9am till 5pm (Monday to Sunday, including Bank Holidays). The hot food takeaway element will have a proposed floor space of 76.3 square metres and proposes to open 5pm till Midnight (Monday to Sunday, including Bank Holidays).

The proposed site plan includes the provision of six parking spaces within the site and bin storage to the west side of the building.

The application has been accompanied by site location plan and site plan and existing and proposed floor plans and elevational drawings. In addition, the

application includes Extraction and Ventilation details and two supporting statements, one from the previous owner who states they used car cleaning equipment over a period of three years without a complaint from residents and from a former employee who worked washing cars and valeting for 7 years at the site.

## **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  
SD7 Flood and Water Management  
LS3 Rural Communities Spatial Strategy  
ED3 Hot Food Takeaways  
ED8 Rural Economy

## **OTHER POLICY DOCUMENTS**

Shop Fronts and Advertisements Supplementary Planning Document  
(February 2021)

## **PLANNING HISTORY**

R/2016/0376/FF - Change of use of part of existing garage and car sales to mixed use of garage; car sales and hand car wash facility (opening hours 09:00 - 18:00 each day) – granted – 19/07/2015

L/1995/0773/FF - Additional use of premises for display and sale of motor vehicles (retrospective) – granted – 19/12/2005

## **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 six written representations have been received objecting to the proposals. The comments are summarised as follows:

- *Concerned regarding impact from noise from cars*
- *Impact of noise and trouble from people hanging around*
- *Impact from smell*
- *Problems with littering*
- *Question regarding the drain for car wash, when it was car wash Council informed the garage he was not licenced to wash on this site. Area is high risk of flooding without added water and chemicals.*
- *12 is too late for takeaway to be open, most village in bed by 11pm*
- *Where are bigger waste bins to be sited*
- *Concerned the roof of building is asbestos and if there is a fire would be at risk of exploding*
- *Concerns about smells from flue overlooking my garden*
- *Concerns about late night revellers/noise up to midnight*
- *Rubbish build up*
- *Noise from compressors and overspray into my garden (if hand wash not a problem)*
- *Question what privacy/security measures for surrounding properties*
- *Parking – big concern already for residents not been able to park outside their own properties*
- *Drainage – already high risk flooding area*
- *Very little information has been given and we need to know what is being proposed for the above concerns*
- *Why need another car wash, when there is another one just over a mile away which is never busy*
- *Drains not equipped to deal with the extra waste water Liverton Terrace has flooded numerous times*
- *It is a quiet rural village, what is proposed will change the dynamics of the village, I don't think the residents realise how this will impact on them. Think the consultation should have been put to whole village, extra traffic until midnight how would this benefit our village*
- *Liverton Mines does flood. Local Plan Policy SD4 (f) a development will not increase flood risk either onsite or downstream. SD 7 Flood and water management advises under n) that there should be cognizance of 'surface water run off consideration (p54)'. The proposed car valeting business will involve the washing of cars daily from 9am to 5pm. The last significant flood in this location was Sat. August 5th, 2023, when the houses next to the proposed site were flooded.*
- *LS3 Rural Communities – Liverton Mines. Paragraph 3.17 relates to Environmental Safeguarding. – the setting of settlements – proposal will not safeguard the setting. Established settlement in area of high social deprivation.*
- *Concerns regarding obesity rates, Redcar and Cleveland higher than national average. Already have one fast food outlet in Liverton Mines. Loftus, less than a quarter of a mile away there are fast food outlets and supermarkets. Open till 10pm daily. Delivery services are available*
- *Since fast food opening in retail park at Pheasant Fields, Skelton, the B1366 road has seen significant increase in litter, which blocks drains on road from Liverton to Liverton Mines*

- *Proposed car valeting and fast food outlet will include additional light, noise, vibration levels and litter due to nature of business activities*
- *Policy ED8 e) relates to promoting and retaining rural community facilities and local services which meet rural needs. Proposed site development does not meet rural needs*

**Loftus Town Council (10/01/2024)**

*No objection in principle subject to any concerns regarding ventilation/extraction being addressed, concern over the late opening hours and any impact this may have on the local environment.*

**Redcar and Cleveland Borough Council (Development Engineers) (20/03/2024)**

*The proposed change of use will not have a material impact in demand for car parking, nor will it in terms of the level of traffic generation when considering the existing use of the property, which could continue without the need for further planning consent. As a result, we have no objections to the change of use.*

**Redcar and Cleveland Borough Council (Environmental Protection) (Contaminated Land) (08/12/2023)**

*I have no objections to the above proposal.*

**Redcar and Cleveland Borough Council (Environmental Protection) (Nuisance)**

Comments received 07/12/2023

*With reference to the above planning application, I would confirm that I have assessed the following environmental impacts which are relevant to the development and would comment as follows:*

*I note the proposed development is in close proximity to neighbouring properties whose amenity may be adversely affect by noise associated with construction noise associated with the development.*

*Additionally I have also considered this development in terms of noise and odour from the proposed extraction system which has the potential to adversely affect the amenity of neighbouring properties. With regard to odour, whilst the applicant has provided information regarding the system the applicant has not provided details of how they propose to mitigate cooking odours associated with extraction system.*

*Similarly in terms of noise, whilst the applicant has provided details of the system they propose to use, (including silencers), the existing noise levels at the site are not known and therefore there is insufficient information to*

*determine whether the proposed silencers will be sufficient to prevent an adverse affect on neighbour amenity.*

*In order to minimise the environmental impact I would recommend the inclusion of the following conditions onto any planning permission which may be granted:*

*-The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.*

*REASON: In the interest of neighbour amenity.*

*- Prior to the installation of equipment for fume extraction, details that accord with appropriate guidance on the control of odour and noise from commercial kitchen exhaust systems shall be submitted to, and approved in writing by the Local Planning Authority.*

*The development shall not be brought into end use until the approved extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.*

*All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval and shall be operated at all times when cooking is being carried out on the premises.*

*REASON: In the interests of the amenity of the area*

Comments received 17/01/2024

*Just following on from our call earlier, there is some chance that the noise associated with the car washing activities could have a detrimental effect on the residential neighbours, as such I'd recommend the following: - Prior to the development being brought into permitted end use, a noise assessment shall be carried out to assess the likelihood of adverse impacts on nearby noise sensitive properties from car washing and valeting activities. Where adverse impacts are identified then a scheme of works detailing how the impacts will be reduced to acceptable levels shall be submitted for the approval of the Local Planning Authority. The approved report shall include mitigating measures for protecting the neighbouring residential occupants from noise, and vibration and shall thereafter be retained.*

*Reason: In the Interest of neighbour amenity.*

Comments received 04/03/2024

*I have reviewed the supporting statement submitted and whilst acknowledged that previous use of jet washing equipment at the premises may not have resulted in complaints it is not known what equipment the applicant intends to use for valeting purposes or the noise levels that would be emitted from such*

equipment. Similarly existing noise levels at the site are also unknown and therefore it is possible that the amenity of neighbouring properties could be affected by such a use.

As such I would reiterate my previous comments made on 17/01/2024, namely:

*-Prior to the development being brought into permitted end use, a noise assessment shall be carried out to assess the likelihood of adverse impacts on nearby noise sensitive properties from car washing and valeting activities. Where adverse impacts are identified then a scheme of works detailing how the impacts will be reduced to acceptable levels shall be submitted for the approval of the Local Planning Authority. The approved report shall include mitigating measures for protecting the neighbouring residential occupants from noise, and vibration and shall thereafter be retained.*

*Reason: In the Interest of neighbour amenity.*

*I would also take this opportunity to reiterate my other comments made on 07/12/2023, namely:*

*- The working hours for all construction and demolition activities on this site are limited to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays.*

*REASON: In the interest of neighbour amenity.*

*- Prior to the installation of equipment for fume extraction, details that accord with appropriate guidance on the control of odour and noise from commercial kitchen exhaust systems shall be submitted to, and approved in writing by the Local Planning Authority.*

*The development shall not be brought into end use until the approved extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.*

*All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval and shall be operated at all times when cooking is being carried out on the premises.*

*-REASON: In the interests of the amenity of the area*

**Redcar and Cleveland Borough Council (Health and Safety) (Food Team)  
(07/12/2023)**

*No objection*

## **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 impacts on surface water drainage

### **The principle of development**

The application site is located within the development limits and proposes a different commercial use to an existing commercial unit. The principle of a change of use and alterations to the building in this location is acceptable and the proposal accords with the aims of policy SD3 of the Redcar and Cleveland Local Plan

Local Plan Policy ED3 considers proposals for hot food takeaways. However, the policy only applies to units within a town, district or local centre. Liverton Mines does not have a local centre. Therefore, as the site is not part of a designated centre, policy ED3 is not applicable in the assessment of the application.

The proposed use is considered acceptable for an existing commercial unit and the principle of a change of use in this location is considered acceptable and in accordance with the aims of Redcar and Cleveland Local Plan Policy SD3. The proposals need to accord with other policies within the Local Plan, which will be discussed in the sections below.

### **The impacts on the character and appearance of the area**

Policy SD4 of the Council's Local Plan permits development, which 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 propose minimal alterations to the front elevation of the building, blocking up the existing external door into the toilet. Beyond this a flue is to be installed at the rear of the building. The flue will project 1.2m beyond the roof slope at the rear of the building, however due to the sloping roof the flue will not be a prominent feature in the street scene.

Concerns have been raised by local residents regarding the impact of a hot food takeaway on the area and car washing/valeting. The building is an existing commercial unit which has previously been granted consent for use as a hand car wash and cars will have been washed regularly as part of the sales element of the site.

In terms of the hot food takeaway use, it is granted whilst the building has been used for commercial purposes, the previous business would operate during the daytime. The hot food takeaway will operate on an evening. The application form states the hot food takeaway will open between 5pm and



midnight every day. In terms of neighbouring businesses, the building is close to Hollywell View, a public house. The pub's Facebook page includes information regarding opening hours, the premises is open till 23:30 on a Monday and Tuesday and until 00:30 on a Friday night. It is not known how accurate this information is however, it is acknowledge the pub will be open late on an evening, similar to the proposed hot food takeaway so there will be people moving around the area during the evening. As such due to the existing commercial use and neighbouring public house it is considered the proposed hot food use will not be out of keeping with the existing commercial use within the immediate area and is acceptable.

The proposals are considered 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 Council's Local Plan permits development where it will not have a significant adverse impact on the amenities of occupiers of existing or proposed nearby land and buildings.

Local residents have raised concerns regarding noise from people and cars, smell from cooking, litter and issues with the water spray from the car wash.

The Council's Environmental Protection team have assessed the proposals in terms of nuisance. The team note the close proximity to neighbouring properties whose amenity may be adversely affected by noise associated with construction noise, noise and odour from the proposed extraction system and noise from car washing activities. Environmental Protection do not object to the proposals in terms of nuisance but have requested the inclusion of several conditions should the application be recommended for approval. The conditions relate to the submission of further details on equipment for fume extraction to control odour and noise from commercial kitchen exhaust systems. In terms of the noise from the car washing activities, Environmental Protection have reviewed the supporting statements written by previous owners and employees of the site. Whilst Environmental Protection acknowledge the previous use of jet washing equipment at the premises may not have resulted in complaints, it's not known what equipment the applicant intends to use for valeting purposes or the noise levels that would be emitted from such equipment. As such a condition requiring the submission of a noise impact assessment prior to the development being brought into permitted end use has been suggested. As discussed above there has been previous car washing activities at the site. The final suggested condition would restrict any construction or demolition to between 08:00 and 18:00 Mondays to Fridays and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holidays. Subject to the inclusion and discharge of Environmental Protection's conditions it is considered neighbouring amenity can be protected and the development will not have a sufficiently detrimental impact on amenity and the

proposals accord with part b of policy SD4 of the Redcar and Cleveland Local Plan.

The application proposes minimal external alterations limited to bricking up the w.c door and the external flue to the rear of the building. It is considered the proposed external alterations due to their minor nature will not have a detrimental impact on neighbouring amenity. As discussed above the noise and smell from the kitchen equipment can be controlled via a condition to an acceptable level. The proposed alterations will 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 impacts on highways safety**

Policy SD4. p. expects development proposals to provide suitable and safe vehicular access and parking suitable for its use and location.

The proposed site plan illustrates six parking spaces within the site. When the site was used for car sales the hardstanding area would contain many more cars than 6. The proposal will use the existing two vehicular accesses to the site.

The Council's Development Engineer has assessed the proposals and has no objections. The officer considers the proposed change of use will not have a material impact in demand for car parking, nor will it in terms of the level of traffic generation when considering the existing use of the property.

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

### **The impacts on surface water drainage**

Policy SD4. f. permits development which will not increase flood risk either on site or downstream of the development. Policy SD7 states flood risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk.

Comments have been raised concerned with existing flooding problems. The application site is within Flood Zone 1 and is not an area subject to the risk of surface water flooding. The application proposes the use of an existing building and hard surface to the front. There are existing drains within the site and running along the eastern boundary of the site. The site slopes towards the drains. Considering the site is not an area noted for surface water flooding and the site has previously been used for car washing without complaints, the proposals/existing infrastructure are acceptable in terms of surface water drainage.

The application raises no issues in terms of surface water drainage and the application accords with part f of policy SD4 and policy SD7 of the Redcar and Cleveland Local Plan.

### **Other matters**

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 proposal would not have a significant adverse impact on neighbour amenity and the proposal raises no issues in terms of highways safety or flooding. The scale and design is acceptable and the proposal would respect the character of the site and surroundings. The proposal accords with policies SD3, SD4 and SD7 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 and site plan received by the Local Planning Authority on 06/12/2023

Plans and elevations as proposed received by the Local Planning Authority on 04/12/2023

Extraction and ventilation details received by the Local Planning Authority on 04/12/2023

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

3. Prior to the development being brought into permitted end use, a noise assessment shall be carried out to assess the likelihood of adverse impacts on nearby noise sensitive properties from car washing and valeting activities. Where adverse impacts are identified then a scheme of works detailing how the impacts will be reduced to acceptable levels shall be submitted for the approval of the Local Planning Authority. The approved report shall include mitigating measures for protecting the neighbouring residential occupants from noise, and vibration and

shall thereafter be retained.

REASON: In the Interest of neighbour amenity in accordance with Redcar and Cleveland Local Plan Policy SD4.

4. Prior to the installation of equipment for fume extraction, details that accord with appropriate guidance on the control of odour and noise from commercial kitchen exhaust systems shall be submitted to, and approved in writing by the Local Planning Authority.

The development shall not be brought into end use until the approved extraction equipment has been installed in accordance with manufacturer's instructions and approved in writing by the Local Planning Authority.

All equipment installed as part of the approved scheme shall thereafter be retained, operated and maintained in accordance with that approval and shall be operated at all times when cooking is being carried out on the premises.

REASON: In the interests of the amenity of the area in accordance with Redcar and Cleveland Local Plan Policy SD4.

5. The working hours for all construction activities on this site are limited to between 08:00 and 18:00 Mondays to Friday and 08:00 to 13:00 Saturdays and not at all on a Sunday or Public Holiday.

REASON: To ensure that the any activity during the construction development would not have a significant adverse impact in relation to noise and disturbance in accordance with policy SD4 of the Local Plan.

6. The use of the car wash/valeting services shall not be carried out outside the hours of 09:00-17:00 on Monday to Sunday.

The use of the hot food takeaway shall not be carried out outside the hours of 17:00 - 00:00 on Monday to Sunday.

REASON: To safeguard the residential amenity of nearby occupiers in accordance with Local Plan Policy SD4.

## **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.

Application Number	Location	Proposal	Decision Date	Decision
R/2024/0020/TR	9 SHERWOOD CLOSE ORMESBY TS7 9HQ	Crown reduce canopy and cut back basal growth to 2(no) Sycamore trees (L/TPO/72)	28/02/2024	GRANT CONSENT FOR TREE WORKS
R/2024/0014/FF	21 CARTMEL ROAD REDCAR TS10 4JT	Demolition of existing rear conservatory and construction of single storey rear extension and loft conversion including front dormer	28/02/2024	GRANT PLANNING PERMISSION
R/2023/0543/AC	ENTRANCE TO CAR PARK ADJACENT TO 68 HIGH STREET SKELTON TS12 2EA	DISPLAY OF NON-ILLUMINATED NOTICE BOARD ATTACHED TO EXISTING BOUNDARY WALL	28/02/2024	ADVERT IN CONSERVATION AREA APPROVED
R/2024/0090/PN	ADJACENT TO 51 COACH ROAD BROTTON TS12 2RB	28 day notice - installation of fixed-line broadband apparatus 1 x12m light pole (Your Ref: OGEA74468143)	29/02/2024	PN Permission Not Required
R/2024/0072/PN	OUTSIDE 12 PENNINE CRESCENT REDCAR TS10 4AE	28 day notice - installation of fixed-line broadband apparatus 1 x10m light wooden pole (Your Ref: WFGV7K4G)	29/02/2024	PN Permission Not Required
R/2024/0087/PN	OUTSIDE 9 FORTH ROAD REDCAR TS10 1PN	28 day notice - installation of fixed-line broadband apparatus 1 x10m light wooden pole (Your Ref: WFGRKG3F)	29/02/2024	PN Permission Not Required
R/2023/0832/FF	29 LIVERTON WHIN SALTBURN BY THE SEA TS12 1PQ	FIRST FLOOR FRONT EXTENSION	29/02/2024	GRANT PLANNING PERMISSION
R/2024/0057/TR	UNION STREET GUISBOROUGH	Felling of a Horse Chestnut tree; Pruning of 2 sycamore trees; Felling of 2 sycamore trees and pruning of a beech tree.	29/02/2024	PART REFUSED/ PART GRANTED
R/2023/0588/VC	8 EMERALD STREET SALTBURN BY THE SEA TS12 1ED	VARIATION OF CONDITION NO.2 (APPROVED PLANS) OF PLANNING PERMISSION R/2016/0005/CA TO CHANGE THE TWO REAR DORMERS TO ONE DORMER	29/02/2024	GRANT PLANNING PERMISSION

R/2024/0027/CA	10 SOUTH LOFTUS FARM LANE LOFTUS SALTBURN BY THE SEA TS13 4JU	New steps to access rear garden	29/02/2024	GRANT PLANNING PERMISSION
R/2023/0875/FF	69 HYLTON AVENUE SKELTON-IN- CLEVELAND SALTBURN BY THE SEA TS12 2EP	SINGLE STOREY SIDE EXTENSION; INTERNAL ALTERATIONS TO EXISTING GARAGE TO CREATE BEDROOM AND ALTERATIONS TO ROOF	29/02/2024	GRANT PLANNING PERMISSION
R/2024/0121/NM	LAND WEST OF NORTHUMBRIAN WATER TREATMENT WORKS TEESDOCK ROAD GRANGETOWN	Non-material amendment to planning permission R/2021/0409/FFM to amend surfacing treatment (from concrete to asphalt); relocate and reconfigure layby on access road; addition of small 'up and over' platform over existing NWL pipe asset; slightly reconfigure pump compound and amend site levels	29/02/2024	NON MATERIAL AMENDMENT APPROVE
R/2023/0510/CA	SEAGROVE 12 VICTORIA ROAD SALTBURN BY THE SEA TS12 1JD	FRONT DORMER IN LIEU OF ROOFLIGHT; ADDITION OF ROOFLIGHT; REPLACEMENT OF TWO CORNER FEATURE WINDOWS AT FRONT/SIDE AND REPLACEMENT WINDOW AT FRONT	29/02/2024	GRANT PLANNING PERMISSION
R/2024/0083/PN	OPPOSITE 86 MERSEY ROAD REDCAR TS10 4DT	28 day notice - installation of fixed-line broadband apparatus 1 x10m light wooden pole (Your Ref: WFGV7H8L)	29/02/2024	PN Permission Not Required
R/2024/0102/NM	66 BROADWAY GRANGETOWN MIDDLESBROUGH TS6 7HT	Non-material amendment to planning permission R/2021/0949/FF to amend roof to east elevation and introduction of rooflight	29/02/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0125/PN	OUTSIDE 1 ROSEDALE GROVE REDCAR TS10 5HR	28 day notice - installation of fixed-line broadband apparatus 1 x 9m light wooden pole (Your Ref: WFHLD84T)	29/02/2024	PN Permission Not Required
R/2024/0109/PN	OUTSIDE 25 ASKE ROAD REDCAR TS10 2BW	28 day notice - installation of fixed-line broadband apparatus 1 x10m medium wooden pole (Your Ref: WFHGHR2R)	29/02/2024	PN Permission Not Required

R/2024/0082/PN	OUTSIDE 39 ROWANTREE GARDENS REDCAR TS10 4TD	28 day notice - installation of fixed-line broadband apparatus 1 x 9m light wooden pole (Your Ref: WFGTP98Y)	29/02/2024	PN Permission Not Required
R/2024/0135/PN	OUTSIDE 32/34 BROADWAY EAST REDCAR TS10 5JJ (458761, 524123)	28 day notice - installation of fixed-line broadband apparatus 1 x 11m medium wooden pole (Your Ref: WFHNHC6J)	29/02/2024	PN Permission Not Required
R/2024/0095/HN	13 LABURNUM ROAD REDCAR TS10 3LT	Single storey extension at rear extending 4.0 metres beyond the rear wall of the original house; maximum height of 3.139 metres; height to eaves 2.1 metres	01/03/2024	WITHDRAWN
R/2023/0646/ESM	LAND OFF TEES DOCK ROAD DORMAN POINT TEESWORKS	RESERVED MATTERS APPLICATION (ACCESS, APPEARANCE, LAYOUT, LANDSCAPING AND SCALE) FOLLOWING OUTLINE APPROVAL R/2020/0819/ESM FOR CONSTRUCTION OF A SUSTAINABLE AVIATION FUEL FACILITY ALONG WITH ACCESS AND LANDSCAPING	01/03/2024	GRANT RESERVED MATTERS
R/2024/0134/TR	GLENBROOK STOKESLEY ROAD GUISBOROUGH TS14 8DL	5 day Notice to fell and remove 1(No.) Scots Pine TPO: 2008/06	05/03/2024	
R/2024/0017/FF	3 RIEVAULX WAY GUISBOROUGH TS14 7AR	Part two storey, part first storey side extension, with carport below, porch extension to front and single storey rear extension	06/03/2024	GRANT PLANNING PERMISSION
R/2024/0091/TC	OWL CENTRE KIRKLEATHAM LANE KIRKLEATHAM REDCAR TS10 5NW	Fell 2(no) birch trees and reduce 8(no) willows (G1)	06/03/2024	NO OBJECTIONS
R/2024/0035/FF	1A GYPSY LANE NUNTHORPE MIDDLESBROUGH TS7 0DY	Alterations to roof to include raising height of ridge; dormer extension at rear and velux roof lights to front	06/03/2024	GRANT PLANNING PERMISSION
R/2021/0811/FF	53 BOLCKOW STREET GUISBOROUGH TS14 6EJ	INSTALLATION OF EXTERNAL AIR CONDITIONING UNIT WITH ASSOCIATED FENCING (RETROSPECTIVE)	06/03/2024	GRANT PLANNING PERMISSION

R/2024/0047/FF	SALTBURN ARTIST PROJECTS 30-32 MARSKE ROAD SALTBURN BY THE SEA TS12 1QG	Replacement of side access doors and sidelight	06/03/2024	GRANT PLANNING PERMISSION
R/2024/0059/LB	BOILER HOUSE SKELTON CASTLE MARSKE LANE SKELTON-IN- CLEVELAND TS12 2HF	Listed building consent for the blocking up of doorway and three windows and enlarge opening to boiler shed	06/03/2024	GRANT LISTED BUILDING CONSENT
R/2024/0046/FF	15 MOSSDALE GROVE GUISBOROUGH TS14 8JB	Alterations and extension to existing garage to create larger garage with external render finish	07/03/2024	GRANT PLANNING PERMISSION
R/2024/0088/CD	CHILVERS COTTAGE FLATTS LANE NORMANBY TS7 0PQ	Discharge of Conditions 3 (Materials) and 4 (Hard Surface) of Planning Permission R/2021/0002/FFM for detached dwellinghouse; detached triple garage/dormer workshop including alterations to existing driveway to form turning circle and parking area and associated landscaping	08/03/2024	CONDITION DISCHARGE GRANTED
R/2024/0079/CD	FORMER PRINCESS ALICE 77-79 NORMANBY ROAD SOUTH BANK TS6 6SA	Confirmation of implementation of R/2020/0753/FF for change of use and conversion of vacant public house (class a4) to contractors hotel (14 beds), including ancillary social spaces and storage rooms; demolition of ground floor rear extension and construction of single storey cycle store	08/03/2024	CONDITION DISCHARGE GRANTED
R/2024/0013/CA	29 GARNET STREET SALTBURN BY THE SEA TS12 1EQ	Demolition of existing store/outbuildings; addition of single storey rear extensions; external and internal alterations including render finish at rear and side	11/03/2024	GRANT PLANNING PERMISSION
R/2024/0019/CA	32 EDEN STREET SALTBURN BY THE SEA TS12 1JZ	Dormer extension at rear and rooflight at front (resubmission)	11/03/2024	GRANT PLANNING PERMISSION
R/2024/0123/TC	CHURCHVIEW KIRKLEATHAM LANE KIRKLEATHAM REDCAR TS10 5NW	Felling of 18 Ash trees due to Ash die back	12/03/2024	NO OBJECTIONS



R/2024/0004/FFM	REDCAR AND CLEVELAND COLLEGE CORPORATION ROAD REDCAR TS10 1EZ	New all access academy building and welding block	12/03/2024	GRANT PLANNING PERMISSION
R/2024/0153/PN	Newholm Way and Moorsholm Way Redcar TS10 4LN & TS10 4LF	28 day notice - installation of fixed-line broadband apparatus 2 x 10m light wooden pole (Your Ref: WFHVVK9Z)	12/03/2024	PN Permission Not Required
R/2024/0021/CD	SALTBURN CHALETS SALTBURN BANK SALTBURN	Discharge of conditions 4 (Central Gable), 5 (Expansion Joints), 7 (Fascia Boards) and 8 (Rainwater Goods) of Listed building consent R/2023/0547/LB for internal and external remedial works to include the repairs to external render and repaint; removal of boarded windows and doors; refurbishment of window frames; provision of hardwood doors with toughened glass; adjust gradient to flat roofs and re-roof; repairs to rainwater goods; replacement gate and any other associated works	12/03/2024	CONDITION DISCHARGE GRANTED
R/2024/0093/CA	GRANGE FARM THE GRANGE LANE MOORSHOLM SALTBURN BY THE SEA TS12 3JH	Relevant demolition a conservation area of Dutch Barn and Fold Yard	12/03/2024	WITHDRAWN
R/2024/0154/PN	OUTSIDE 19 KIRBY WALK REDCAR TS10 4JZ	28 day notice - installation of fixed-line broadband apparatus 1 x 10m light wooden pole (Your Ref: WFHVWV5V)	12/03/2024	PN Permission Not Required
R/2024/0037/FF	82, 84 & 86 HIGH STREET ESTON MIDDLESBROUGH TS6 9DY	Replacement of existing windows and external doors	12/03/2024	GRANT PLANNING PERMISSION
R/2024/0038/LB	82, 84 & 86 HIGH STREET ESTON MIDDLESBROUGH TS6 9DY	Listed Building Consent for replacement of existing windows and external doors	12/03/2024	GRANT LISTED BUILDING CONSENT

R/2024/0160/PN	OUTSIDE 16 SOUTH AVENUE REDCAR TS10 5LU	28 day notice - installation of fixed-line broadband apparatus 1 x 10m light wooden pole (Your Ref: WFHWWF7X)	12/03/2024	PN Permission Not Required
R/2024/0105/TC	10 SPAIN HILL MARSKE BY THE SEA REDCAR TS11 7LE	Silver Birch - remove one lower branch (crown lift to 2.5m); Willow - Crown reduction to approx 8m high by 2.5m radius spread; Laburnum - remove dead branches (crown thinning approx 5%) crown reduction to approx. 2m high by 1m radius spread	12/03/2024	NO OBJECTIONS
R/2024/0151/PN	OUTSIDE 23 THE GREEN REDCAR TS10 5NB	28 day notice - installation of fixed-line broadband apparatus 1 x 10m light wooden pole (Your Ref: WFHV3M7X)	12/03/2024	PN Permission Not Required
R/2024/0066/HN	17 HOLLYWALK DRIVE NORMANBY TS6 0PJ	Single storey extension at rear extending 4.5 metres beyond the rear wall of the original house; maximum height of 3.68 metres; height to eaves 2.95 metres	12/03/2024	HOUSEHOLDER PRIOR APPROVAL REFUSED
R/2024/0118/TC	KEMPLAH HOUSE WESTGATE GUISBOROUGH TS14 6DP	T1 Willow Tree pollard to approx 10ft to allow regeneration; T2 Birch Tree fell and remove due to power supply disruption	12/03/2024	NO OBJECTIONS
R/2024/0152/PN	Ayton Drive Redcar	28 day notice - installation of fixed-line broadband apparatus 1 x 10m light wooden pole (Your Ref: WFHVRF0N)	12/03/2024	PN Permission Not Required
R/2024/0161/PN	OUTSIDE 1 WESTFIELD WAY REDCAR TS10 5LR	28 day notice - installation of fixed-line broadband apparatus 1 x 10m light wooden pole (Your Ref: WFHWWM4T)	12/03/2024	PN Permission Not Required
R/2024/0103/LB	63 CHURCH STREET GUISBOROUGH TS14 6HG	LISTED BUILDING CONSENT FOR INTERNAL WORKS INCLUDING INSTALLATION OF BOILER FIXED TO WALL TO FACILITATE USE OF BUILDING AS LAUNDRETTE	13/03/2024	WITHDRAWN
R/2023/0830/FFM	LACKENBY WORKS, REDCAR BULK TERMINAL LTD TRUNK ROAD REDCAR	REMEDICATION AND STRENGTHENING WORKS TO THE QUAY AT REDCAR BULK TERMINAL	14/03/2024	GRANT PLANNING PERMISSION

R/2024/0031/LB	47 HIGH STREET ESTON MIDDLESBROUGH TS6 9DX	Listed Building Consent for replacement timber entrance door and frame	14/03/2024	GRANT LISTED BUILDING CONSENT
R/2024/0132/SC	SKINNINGROVE BECK	Screening Opinion for Skinningrove Alleviation Scheme	14/03/2024	EIA NOT REQUIRED
R/2024/0104/TR	Grove Hill Plantation Land to the rear of Glaisdale Road Guisborough	T1 - Ash - Remove Eastern leader to reduce risk of failure likely to impact on the fence and garden. T2 - Ash- Fell and treat stump to prevent re-growth. T3 - Ash - Fell and treat stump to prevent re-growth. T4 - Ash - Fell and treat stump to prevent re-growth. G5 - Ash - 18 trees to be removed to reduce risk/foreseeable risk of failure and eastern lateral canopy reductions to further trees within group.	14/03/2024	GRANT CONSENT FOR TREE WORKS
R/2024/0055/CA	108 BELMANGATE GUISBOROUGH TS14 7BB	Demolition of conservatory; alterations to windows and doors, rendering of all elevations;, alterations to dormers, new roof covering	14/03/2024	GRANT PLANNING PERMISSION
R/2024/0107/CD	COVERDALE HOUSE VICTORIA ROAD SALTBURN BY THE SEA TS12 1JD	Discharge of Condition 3 (Windows and Door Details) of planning application R/2023/0834/CA for replacement of windows and doors including installation of window in side elevation of outbuilding	14/03/2024	CONDITION DISCHARGE GRANTED
R/2023/0671/CD	LAND WEST OF KIRKLEATHAM LANE REDCAR	DISCHARGE OF CONDITIONS 6 (PLAY EQUIPMENT), 7 (PHASING), 8 (TRAFFIC MANAGEMENT PLAN), 9 (DRAINAGE), 10 (LLFA 1),11 (LLFA 2), 12 (CEMP) AND 13 (LEVELS) OF OUTLINE PLANNING APPLICATION R/2021/0019/OOM FOR RESIDENTIAL DEVELOPMENT WITH ASSOCIATED ACCESS, LANDSCAPING AND OPEN SPACES CONSISTING OF; A) 279 RESIDENTIAL UNITS (CLASS C3) OR; B) 204 RESIDENTIAL UNITS (CLASS C3) WITH 75 ASSISTED LIVING UNITS (DELIVERED AS CLASS C2 OR C3).	14/03/2024	CONDITION DISCHARGE GRANTED

R/2023/0788/FFM	LAND ADJACENT TO PRIESTCROFTS FARM LINGDALE ROAD BOOSBECK SALTBURN BY THE SEA TS12 2DX	PROVISION OF DWELLINGHOUSE AND CHANGE OF USE OF AGRICULTURAL LAND TO MIXED AGRICULTURAL AND EQUESTRIAN USE INCLUDING FORMATION OF GALLOPS; ERECTION OF HORSE WALKER; CONVERSION OF EXISTING AGRICULTURAL BUILDING TO STABLES, GENERAL PURPOSE STORAGE AND FARRIER WORKSHOP AND OTHER ASSOCIATED WORKS	15/03/2024	GRANT PLANNING PERMISSION
R/2024/0124/TC	46A MARSKE MILL LANE SALTBURN BY THE SEA TS12 1HR	Fell and remove a multi stem Conifer tree; Minor thin and prune a Lime tree and Birch tree reduce over extended low bow over fence	15/03/2024	NO OBJECTIONS
R/2024/0034/CD	GRIPPS FARM BROTTON ROAD BROTTON SALTBURN BY THE SEA TS12 2QU	Discharge of condition 3 (LLFA 1) 4 (LLFA 2) 5 (LLFA 3) 6 (Vehicle Sight Lines) 9 (External Materials) 14 (External Lighting) and 15 (Asbestos) of planning permission R/2023/0409/FF for change of use and conversion of existing farm buildings to form office and granny annex including new windows, dormers and roof; conversion of existing piggeries to form 2 holiday lets; demolition of redundant farm buildings and replace with new building to form farm shop, licensed cafe/ restaurant with outdoor seating and childrens play area/animal viewing; use of existing agricultural barn for livestock housing and viewing with glazing to front; alterations to internal farm access road and new car park	18/03/2024	CONDITION DISCHARGE GRANTED
R/2024/0188/TR	FLATTS LANE CENTRE FLATTS LANE NORMANBY TS6 0SZ	5 Day Notice to fell Maple with severe lean and 2 (no) Ash trees with exposed roots required for public safety	18/03/2024	NO OBJECTIONS
R/2024/0056/FF	1 LOW STANGHOW ROAD STANGHOW SALTBURN BY THE SEA TS12 3JX	Part Demolition of existing garage; single storey side extension; dormer extensions to front and rear including internal alterations; alterations to roof to allow for addition of solar panels to roof at front; replacement PVCU doors and windows; addition of render and cladding board to external walls, PVCU rainwater goods; removal of existing brick wall to frontage to create parking for 2 vehicles (amended scheme)	19/03/2024	GRANT PLANNING PERMISSION

R/2024/0176/NM	LAND WEST OF TUNED IN CAR PARK AND ADJACENT LAND MAJUBA ROAD REDCAR	Non-material amendment of planning permission R/2021/0241/FFM to amend the wording of Condition 14 (Noise and Vibration) to be amended as follows: Before any construction of the building in the development is commenced a noise and vibration assessment shall be carried out to assess the likelihood of adverse impacts from construction activities on nearby noise sensitive properties. Where adverse impacts are identified then a scheme of works detailing how the impacts will be reduced to acceptable levels shall be submitted for the prior approval in writing of the Local Planning Authority. The assessment should have due regard to the advice and guidance contained in British Standard BS5228:2009 Code of practice for noise and vibration control on construction and open sites. The development shall be completed in accordance with the approved details	19/03/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0040/FF	Unit 1 Parsons Court Skippers Lane Industrial Estate South Bank TS6 6UT	Change of use from offices (Class E) to 2 warehouse units (Class B2 general industry and B8 storage and distribution) works to include internal and external alterations	20/03/2024	GRANT PLANNING PERMISSION
R/2024/0051/CA	2 PROSPECT TERRACE MARSKE BY THE SEA REDCAR TS11 7BD	Change of use of part of hair salon used for staff facilities to one bedroomed residential dwelling (retrospective)	20/03/2024	GRANT PLANNING PERMISSION
R/2023/0672/LB	RIFTSWOOD HOUSE VICTORIA ROAD SALTBURN BY THE SEA TS12 1JD	LISTED BUILDING CONSENT FOR INSTALLATION OF LEAD CAPPING RIDGE TILES	20/03/2024	GRANT LISTED BUILDING CONSENT

Application	Site	Proposal	Decision date	Decision
R/2024/0075/FF	16 GREEN SCAR REDCAR TS10 2SD	Demolition of existing conservatory replace with single storey rear extension; reposition of side access door and addition of double doors at side	22/03/2024	GRANT PLANNING PERMISSION
R/2024/0041/PSI	Land West of Argyle Road Access off Roberts Street Grangetown	Erection of a Single Storey SEN Free School (Use Class F1a) with associated access, infrastructure, parking and landscaping works (Resubmission)	22/03/2024	GRANT PLANNING PERMISSION
R/2023/0748/FF	CASTLE COURT NURSING HOME MARGROVE ROAD BOOSBECK TS12 3BL	CHANGE OF USE FROM NURSING HOME TO HOTEL	22/03/2024	GRANT PLANNING PERMISSION
R/2024/0143/PNA	BARNABY GRANGE FARM MIDDLESBROUGH ROAD GUISBOROUGH TS14 6RS	Prior notification for detached agricultural building for storage of agricultural equipment and grain	22/03/2024	PN Permission Not Required
R/2024/0162/TC	Loftus Hall Grounds Car Park Loftus TS13 4JH	Crown reduction of large Oak Tree	22/03/2024	WITHDRAWN
R/2024/0008/FF	69 IRVIN AVENUE SALTBURN BY THE SEA TS12 1QP	Demolition of existing garage; single storey front extension; two storey side extension; part single storey and part two storey rear extension	25/03/2024	GRANT PLANNING PERMISSION
R/2024/0061/CA	42 RUBY STREET SALTBURN BY THE SEA TS12 1EG	Replacement UPVC first floor windows 2 front and 2 rear windows including the reinstatement of rear bathroom window	25/03/2024	GRANT PLANNING PERMISSION
R/2024/0133/CA	First and Second Floor 2 Pearl Street Saltburn TS12 2DU	Replacement of 10 timber windows with UPVC sliding sash windows	25/03/2024	WITHDRAWN
R/2024/0120/CD	Former Teesside Power Station Greystone Road Grangetown TS6 8JF (grid ref: NZ563202)	Discharge of Requirements 2 (2) (Phasing plan) and 11 (Nesting Birds) of the Tees Combined Cycle Power Plant ('CCPP') Development Consent Order ('DCO') 2019	25/03/2024	CONDITION DISCHARGE GRANTED
R/2024/0077/RT	2 WEST WOOD ROAD NUNTHORPE TS7 0GW	Retrospective consent for boundary fence to east side (maximum height of 2.250m high)	25/03/2024	GRANT PLANNING PERMISSION

R/2024/0119/TR	Boundary of Kirkleatham Woods Rear of West Dyke Road and Skerries Crescent and Plantation Road Redcar	Proposed tree works to multiple trees - reduce back branches to a suitable growth point to the boundary lines of adjacent properties (L/TPO/22)	25/03/2024	WITHDRAWN
R/2024/0180/CD	THE HOLLINS LIVERTON ROAD LIVERTON TS13 4TB	Discharge of Condition 3 (Materials) of planning application R/2023/0469/CA for conversion of building to residential dwelling including external alterations to window/doors	26/03/2024	CONDITION DISCHARGE GRANTED
R/2023/0761/LB	TUDOR COTTAGE FISHPONDS ROAD YEARBY TS11 8HE	LISTED BUILDING CONSENT FOR SINGLE STOREY REAR EXTENSION AND PARTIAL DEMOLITION OF SINGLE STOREY OFF SHOOT TO REAR	27/03/2024	GRANT LISTED BUILDING CONSENT
R/2024/0015/CA	THE VICARAGE 54 CHURCH LANE ORMESBY TS7 9AU	Demolition of rear garage and utility replace with two storey extension at rear	27/03/2024	GRANT PLANNING PERMISSION
R/2023/0752/CA	TUDOR COTTAGE FISHPONDS ROAD YEARBY TS11 8HE	SINGLE STOREY REAR EXTENSION	27/03/2024	GRANT PLANNING PERMISSION
R/2024/0190/NM	LAND WEST OF KIRKLEATHAM LANE REDCAR	Non-Material Amendment to reserved matters application R/2023/0353/RMM for the change of roof tile types	27/03/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0192/NM	47 ALDWYCH CLOSE NORMANBY TS6 0QG	Non-material amendment of planning permission R/2023/0690/FF for revisions to garden room	27/03/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0080/CD	FORMER EAST CLEVELAND HOUSING OFFICE AND GARAGE SITE WOODHOUSE ROAD GUISBOROUGH TS14 6LH	Discharge of Conditions 3 (Boundary Treatments) and 6 (Materials Hard Surfaced) of planning permission R/2019/0517/FF for residential development comprising 4 no. New-build bungalows for over-55's; conversion and change of use of former Chapelbeck housing office into 3 no. Apartments for general needs housing	27/03/2024	CONDITION DISCHARGE GRANTED
R/2022/0896/OO	FORMER PARK BUNGALOW SMITHS DOCK PARK ROAD NORMANBY	OUTLINE APPLICATION (SOME MATTERS RESERVED) FOR RESIDENTIAL DEVELOPMENT COMPRISING 2(NO) DWELLINGS	28/03/2024	GRANT OUTLINE CONSENT
R/2024/0078/CA	15 STATION STREET SALTBURN BY THE SEA TS12 1AE	Single storey rear extension at ground floor and new traditional timber shopfront including relocation of access door	28/03/2024	GRANT PLANNING PERMISSION
R/2024/0084/FF	50 ORMESBY BANK ORMESBY TS7 9EB	Detached garden shed/summer room at rear	28/03/2024	GRANT PLANNING PERMISSION

R/2024/0086/CA	63 CHURCH STREET GUISBOROUGH TS14 6HG	PROPOSED PART CHANGE OF USE TO FORM MIXED USE FACILITY, INCLUDING LAUNDRETTE (SUI GENERIS), DROP AND GO LAUNDRY SERVICE (SUI GENERIS) AND RETENTION IN PART OF E(b) CLASS USAGE	28/03/2024	GRANT PLANNING PERMISSION
R/2024/0169/CD	LAND OFF NIGHTINGALE ROAD GALLEY HILL GUISBOROUGH	Discharge of Conditions 2 (Drainage LLFA2) and 3 (Drainage Management and Maintenance Plan LLFA3) of reserved matters permission R/2023/0561/RMM for the erection of 51no. dwellings, hard and soft landscaping, drainage and associated infrastructure pursuant to planning consent R/2018/0621/OOM	02/04/2024	CONDITION DISCHARGE GRANTED
R/2024/0141/HN	49 LIME ROAD REDCAR TS10 3NF	Demolition of existing kitchen/dining offshoot; replace with single storey extension at rear extending 4.5 metres beyond the rear wall of the original house; maximum height of 2.89 metres; height to eaves 2.89 metres	04/04/2024	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2024/0073/LB	THE OLD WHITE HOUSE SALTBURN LANE SALTBURN BY THE SEA TS12 1HA	Listed Building Consent for remedial works to the existing brick boundary walls, including adding brick buttresses to the internal face of the wall, wall ties with black plates to the external face, lime -pointing and removal of de-faced bricks to be replaced to match existing; complete removal of bricks to one area for stabilisation to reinstate using all of the above; replace timber boundary fence with brick wall to match existing	04/04/2024	GRANT LISTED BUILDING CONSENT
R/2024/0142/HN	37 SKELTON ROAD BROTTON TS12 2TL	Single storey extension at rear extending 5.40 metres beyond the rear wall of the original house; maximum height of 3.50 metres; height to eaves 2.20 metres	04/04/2024	HOUSEHOLDER PRIOR APPROVAL NOT REQUIRED
R/2024/0076/AD	LAND TO THE SOUTH OF MARSKE-BY-THE-SEA BOUNDED BY LONGBECK ROAD, A1085 AND A174 MARSKE BY THE SEA	Display of various signage - 1 No. Non-Illuminated Tri-Board; 1 No. Non-illuminated Large Monolith; 12 No. Non-Illuminated Medium Monolith; 8 No. Non-Illuminated Flags and 1 No. Non-Illuminated Availability Board	04/04/2024	APPROVE ADVERT CONSENT
R/2024/0187/DCO	TEESSIDE FLEXIBLE GAS REGAS	CONSULTATION ON PINS REF: EN040001-000020 - THE PLANNING ACT 2008 (AS AMENDED) THE INFRASTRUCTURE PLANNING (ENVIRONMENT IMPACT ASSESSMENT) REGULATIONS 2017 (THE EIA REGULATIONS) - REGULATION 10 AND 11 APPLICATION BY TEESSIDE FLEXIBLE REGAS PORT FOR AN ORDER GRANTING DEVELOPMENT CONSENT FOR THE TEESSIDE FLEXIBLE REGAS PORT PROJECT - SCOPING CONSULTATION AND NOTIFICATION OF THE APPLICANTS CONTACT DETAILS AND DUTY TO MAKE AVAILABLE INFORMATION TO THE APPLICANT IF REQUESTED	04/04/2024	NO COMMENTS
R/2024/0044/FF	41 SANDRINGHAM ROAD REDCAR TS10 1ER	Loft conversion including rear and side dormer extension	04/04/2024	REFUSE PLANNING PERMISSION



R/2024/0094/FF	5 ST THOMAS GROVE REDCAR TS10 2DY	Two storey front extension including alteration to access door and windows to side	04/04/2024	GRANT PLANNING PERMISSION
R/2024/0163/TC	Rear of 2 to 32 Skerries Crescent Kirkleatham Woods Redcar	Reduction of trees by no more than 3m back to boundary line to stop encroachment issues; trees shown in 3 groups on plan G1, G2 and G3 and 1 tree (T1) to rear of no. 10 to fell and remove due to shape and form	04/04/2024	NO OBJECTIONS
R/2024/0112/AD	LAND TO THE SOUTH OF MARSKE-BY-THE-SEA BOUNDED BY LONGBECK ROAD, A1085 AND A174 MARSKE BY THE SEA	Display of various signage - 1 No. Non-illuminated V Stack; 1 No. Non-illuminated Large Monolith (Welcome); 1 No. Non-Illuminated Totem Sign (Availability Monolith), 2 No. Non-illuminated Directional Medium Monolith, 10 No. Non-illuminated Small Monolith (Visitor Parking / Opening Times/ House types) and 8 No. Flags and Flagpoles	04/04/2024	APPROVE ADVERT CONSENT
R/2024/0172/NM	11 NEWBANK CLOSE ORMESBY TS7 9EY	Non-material amendment to planning permission R/2022/0230/FF to amend the dimensions of the extension the distance from the boundary fence unchanged	08/04/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0100/FF	CLEVELAND FIRE BRIGADE GUISBOROUGH FIRE STATION PARK LANE GUISBOROUGH TS14 6NT	Demolition of existing drill tower and erection of new freestanding drill tower	08/04/2024	GRANT PLANNING PERMISSION
R/2024/0108/FF	10 FIRCRIFT COURT LOFTUS TS13 4SP	Single storey rear extension	08/04/2024	GRANT PLANNING PERMISSION
R/2024/0164/TC	THE OLD PARSONAGE SALTBURN ROAD BROTTON TS12 2PJ	Fell and remove 3 Sycamore Trees (T1 T2 and T3) and 2 Ash trees (T4 and T5) due to Ash dieback	08/04/2024	NO OBJECTIONS
R/2024/0166/TC	14 YEARBY ROAD YEARBY TS11 8HF	Proposed tree works - 2no. Plum/fruit trees at the front (Tree 1 and 2) reduction of height and crown by 25% to clear power lines/communication cables; fell and remove 1no. Conifer Tree at rear (Tree 3) too close to property and waterways	08/04/2024	NO OBJECTIONS
R/2024/0223/TC	CHURCHVIEW KIRKLEATHAM LANE KIRKLEATHAM TS10 5NW	5 Day Notice to fell and remove a partial root failure specimen	08/04/2024	DECISION
R/2024/0171/TC	NEWLANDS 41 KIRKLEATHAM STREET REDCAR TS10 1QH	Fell and remove to ground level 3 trees - T1 and T2 Conifer trees and T3 Ash tree	08/04/2024	NO OBJECTIONS

R/2024/0182/TC	COVERDALE HOUSE VICTORIA ROAD SALTBURN BY THE SEA TS12 1JD	5 Day Notice to fell and remove 1no. Beech tree	09/04/2024	NO OBJECTIONS
R/2023/0671/CD	LAND WEST OF KIRKLEATHAM LANE REDCAR	DISCHARGE OF CONDITIONS 6 (PLAY EQUIPMENT), 7 (PHASING), 8 (TRAFFIC MANAGEMENT PLAN), 9 (DRAINAGE), 10 (LLFA 1), 11 (LLFA 2), 12 (CEMP) AND 13 (LEVELS) OF OUTLINE PLANNING APPLICATION R/2021/0019/OOM FOR RESIDENTIAL DEVELOPMENT WITH ASSOCIATED ACCESS, LANDSCAPING AND OPEN SPACES CONSISTING OF; A) 279 RESIDENTIAL UNITS (CLASS C3) OR; B) 204 RESIDENTIAL UNITS (CLASS C3) WITH 75 ASSISTED LIVING UNITS (DELIVERED AS CLASS C2 OR C3).	10/04/2024	CONDITION DISCHARGE GRANTED
R/2024/0219/TC	Loftus Hall Grounds Car Park Loftus TS13 4HJ	Crown reduction by 3m and 2.5m along branches of large Sycamore Tree	11/04/2024	NO OBJECTIONS
R/2024/0242/CD	15 STATION STREET SALTBURN BY THE SEA TS12 1AE	Discharge of Condition 3 (Details of profiles and rebates for shop front) of Planning application R/2024/0078/CA for a single storey rear extension at ground floor and new traditional timber shopfront including relocation of access door	11/04/2024	CONDITION DISCHARGE GRANTED
R/2024/0023/RT	Ensus Bioethanol Plant Wilton Site Lazenby TS10 4RG	Construction of a single-storey office block as extension to the existing office block (part retrospective)	12/04/2024	GRANT PLANNING PERMISSION
R/2024/0114/FF	62 CORPORATION ROAD REDCAR TS10 1PB	Single storey rear extension	12/04/2024	GRANT PLANNING PERMISSION
R/2024/0127/FF	72 CASTLE ROAD REDCAR TS10 2NE	Demolition of existing front porch and rebuild new front porch; addition of bay window to front; single storey rear extension and rear dormer extension with loft conversion including raising the ridge; render to all elevations	15/04/2024	GRANT PLANNING PERMISSION
R/2024/0122/FF	3 HAREWOOD WAY REDCAR TS10 2LP	Single storey side and rear extension	16/04/2024	GRANT PLANNING PERMISSION
R/2024/0201/TC	ST CUTHBERTS CHURCH KIRKLEATHAM LANE KIRKLEATHAM TS10 5NN	Fell Sycamore tree (T1) to ground level; Remove 2 low limbs of Beech tree (T2)	16/04/2024	NO OBJECTIONS
R/2024/0202/TR	Kirkleatham woods Plantation Road Redcar	Fell Sycamore tree (T1) to ground level; Reduce overhang from boundary line no more than 3m from any branch ending (G1); Crown raise and reduce back by no more than 3m on any branch ending (G2)	16/04/2024	GRANT CONSENT FOR TREE WORKS

R/2024/0130/FF	7 PORTMAN RISE GUISBOROUGH TS14 7LW	Demolition of existing garage; single storey extension to rear of dwelling	16/04/2024	GRANT PLANNING PERMISSION
R/2023/0667/CD	Dorman Point land bounded by Tees Dock Road to east Bolckow Road industrial estate to south east Eston Road and vacant land to west Darlington & Saltburn railway line to north west TEESWORKS	PARTIAL DISCHARGE OF CONDITION 4 (PHASING PLAN) OF OUTLINE PERMISSION R/2020/0819/ESM FOR THE DEVELOPMENT OF UP TO 139,353 SQM (GROSS) OF GENERAL INDUSTRY (USE CLASS B2) AND STORAGE OR DISTRIBUTION FACILITIES (USE CLASS B8) WITH OFFICE ACCOMMODATION (USE CLASS E), HGV AND CAR PARKING, WORKS TO WATERCOURSE INCLUDING REALIGNMENT AND ASSOCIATED INFRASTRUCTURE WORKS (ALL MATTERS RESERVED)	18/04/2024	CONDITION DISCHARGE GRANTED
R/2024/0129/FF	3 CROWHURST CLOSE GUISBOROUGH TS14 7PD	Demolition of existing garage; replacement detached single garage	18/04/2024	GRANT PLANNING PERMISSION
R/2023/0858/CD	LAND OFF NIGHTINGALE ROAD GALLEY HILL GUISBOROUGH	DISCHARGE OF CONDITION 6 (GROUND LEVELS), 7 (MATERIALS EXTERNAL), 8 (MATERIALS HARD SURFACE), 9 (FOUL AND SURFACE WATER), 10 (PEDESTRIAN LINK), 13 (EARTHWORK BOUNDARY), AND 16 (CONSTRUCTION METHOD STATEMENT) OF OUTLINE PLANNING PERMISSION R/2018/0621/OOM FOR ERECTION OF UP TO 60 RESIDENTIAL DWELLINGS WITH NEW VEHICULAR AND PEDESTRIAN ACCESS AND ASSOCIATED LANDSCAPING	18/04/2024	CONDITION DISCHARGE GRANTED
R/2024/0236/NM	63 HIGH STREET SKELTON-IN-CLEVELAND TS12 2EF	Non-material amendment of planning permission R/2021/0655/CA for revisions to brickwork to front and West side elevations	18/04/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0237/NM	65 HIGH STREET SKELTON-IN-CLEVELAND TS12 2EF	Non-material amendment of planning permission R/2021/0656/CA for revisions to brickwork to front and East side elevations	18/04/2024	NON MATERIAL AMENDMENT APPROVE
R/2024/0128/FF	12 SILVERDALE GARDENS REDCAR TS10 2UF	Front porch extension	19/04/2024	GRANT PLANNING PERMISSION
R/2024/0147/TR	23 WESTFIELD ROAD NORMANBY TS6 0HU	Oak Tree crown raise to 4.5m, crown to be reduced by no more than 1.5 metres, reduce back to give approx 2m clearance to properties (TPO 2020_03)	19/04/2024	GRANT CONSENT FOR TREE WORKS

### Schedule of appeals

Reference Number	Site	Description	Decision	Date of Planning Decision	Appeal start date	Appeal method	Appeal decision	Date of Appeal Decision
R/2023/0472/RC	4 Serenity Hollow, Boosbeck	Removal of condition 3 and variation of condition 4 from R/2021/0245/FF to permit retention of balcony and french doors for access	Refused	24/08/2023	02/11/2023	Written representations		
R/2022/0629/CAM	Wilton Golf Club, Wilton Castle Lane, Wilton Village	Provision of 13 landscaped mounds to existing golf course and practice area	Refused	25/08/2023	21/11/2023	Written representations		
R/2023/0574/FF	High Barnaby Farm, Middlesbrough Road, Guisborough	Detached garage with first floor office above and dormer windows to south elevation with external staircase	Refused	25/10/2023	14/12/2023	Written representations		
R/2023/0622/FF	15 Mosssdale Grove Guisborough TS14 8JB	Alterations and extensions to garage including pitched roof and dormer extensions to form first floor office space/games room	Refused	13/12/2023	13/02/2024	Written representations		
R/2023/0494/CA	Land adjacent to 1 to 4 Hall Close, Marske	Detached dwelling with attached garage; 2m high fence and associated landscaping	Refused	21/12/2023	02/02/2024	Written representations		

R/2023/0493/CA	32 Eden Street, Saltburn	Dormer extension at rear (amended scheme) and rooflight at front	Refused	10/11/2023	31/01/2024	Written representations		
R/2023/0028/FF	Grewgrass Farm, Grewgrass Lane, New Marske	Agricultural building and access	Refused	20/12/2023	19/02/2024	Written representations		
R/2023/0657/FF	6 Granville Terrace, Redcar	Change of use from dwellinghouse (use class C3) to hotel (use class C1) providing 14 rooms associated with the park hotel; replace door with window in detached garage	Refused	21/12/2023	04/03/2024	Written representations		
R/2023/0124/FF	Former Primrose Court Residential Home, Normanby Road, South Bank	Change of use of former care home to a 23 bed house in multiple occupation (HMO)	Refused	25/09/2023	27/03/2024	Written representations		

## Schedule of enforcement actions

Reference	Address	Breach of Planning Control	Authorised Date	Enforcement Action	Remarks
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 <sup>th</sup> October 2021 for a detached dwellinghouse (part retrospective) reference number R/2021/0245/FF.	Development Services Manager on 3 <sup>rd</sup> March 2022.	Served Breach of Condition Notice on 3 <sup>rd</sup> March 2022.	Appeal received on 19 <sup>th</sup> October 2023 to application R/2023/0472/RC.
E0056/2023	44 Kirkham Road, Nunthorpe, TS7 0HQ	Without planning permission, the unauthorised erection of a wooden boarded fence over 1m high adjacent to a highway.	Development Services Manager on 13 <sup>th</sup> November 2023.	Served Enforcement Notice on 14 <sup>th</sup> November 2023	Prosecution proceedings commenced for none compliance with Enforcement Notice. With Legal Services
E0101/2023	208 Coatham Road Redcar TS10 1RA	Without planning permission, the unauthorised removal of two bay windows on the principal elevation within Coatham Conservation Area	Development Services Manager on 21 <sup>st</sup> November 2023.	Served Enforcement Notice on 21 <sup>st</sup> November 2023	Prosecution proceedings commenced for none compliance with Enforcement Notice. With Legal Services
E0102/2023	208 Coatham Road Redcar TS10 1RA	Without planning permission, the unauthorised removal of two bay windows on the	Development Services Manager on 21 <sup>st</sup> November 2023.	Served Enforcement Notice on 21 <sup>st</sup> November 2023	Prosecution proceedings commenced for none compliance with

		principal elevation within Coatham Conservation Area			Enforcement Notice. With Legal Services
E0125/2023	11 Belgrave Normanby TS6 0SQ	Without planning permission, the unauthorised erection of a wooden boarded fence over 1m high adjacent to a highway	Development Services Manager on 21 <sup>st</sup> March 2024.	Served Enforcement Notice on 21 <sup>st</sup> March 2024	Compliance date 26 <sup>th</sup> June 2024. An application in retrospective has been received number R2024/0247/RT however is invalid.

**Section 106 Agreements currently under negotiation.**

<b>Application Number</b>	<b>Application site</b>	<b>Head of terms</b>	<b>Agreement Stage</b>
R/2021/0820/RMM	Land South of Spencerbeck Farm, Normanby Road, Ormesby	Deed of variation to secure; <ul style="list-style-type: none"> <li>• Contribution towards education</li> <li>• Contribution toward affordable housing</li> <li>• Contribution towards Recreation Management Plan</li> </ul>	Agreed draft of Deed of Variation - Awaiting signatures



APPLICATIONS FOR DEEMED CONSENT

01/05/2024

Application Number: **R/2024/0146/F3**

Proposal: CLIFF LIFT  
LOWER PROMENADE  
SALTBURN BY THE SEA  
TS12 1HQ

Location: Listed building consent for the refurbishment / restoration of fire damage within the pump room of the lower station works to include the removal of modern electrical equipment with new electrical equipment, remove and re-install redundant switchgear fusebox for decorative purpose, re build cupboards, replace broken glazing and strip back and re-paint

**GRANT LISTED BUILDING CONSENT**

Application Number: **R/2024/0116/LB**

Proposal: 74 HIGH STREET  
LOFTUS  
SALTBURN BY THE SEA  
TS13 4HQ

Location: Listed Building Consent for the installation of new heating system, including externally mounted heat pump/condenser unit to the rear of the building

**GRANT LISTED BUILDING CONSENT**

## Development Management performance report

Ministry for Housing and Local Government National reporting figures	Threshold for designation	2023/2024 Q4	2023/2024 Q3	2023/2024 Q2	2023/2024 Q1	2022/2023 Q4	2022/2023 Q3	2022/2023 Q2	2022/2023 Q1
Quality of decisions: Major applications over the two year reporting period	10%	1.59%	1.67%	1.64%	0%	0%	0%	0%	0%
Quality of decisions: Minor applications over the two year reporting period	10%	0.41%	0.59%	0.56%	0.56%	0.37%	0.4%	0.41%	0.5%
Speed of decisions: Major applications over the two year reporting period	60%	96.67%	93.75%	92.65%	93.65%	93.33%	93.4%	93.5%	93.1%
Speed of decisions: Minor applications over the two year reporting period	70%	91.43%	90.86%	92.39%	91.72%	91.3%	91.2%	91.9%	92.03%

Page 138	2023 / 2024 Q4	2023 / 2024 Q3	2023 / 2024 Q2	2023 / 2024 Q1	2022 / 2023 performance	2021/ 2022 performance	2020/ 2021 performance	2019/ 2020 performance	2018/ 2019 performance
Determine planning applications within statutory periods (or subject to agreement): Major applications	100% (6/6)	100% (6/6)	81.82% (9/11)	100% (7/7)	100% (30/30)	86.67% (26/30)	100% (23/23)	100% (22/22)	100% (15/15)
Determine planning applications within statutory periods (or subject to agreement): Minor applications	92.00% (23/25)	90.48% (19/21)	95.24% (20/21)	87.2% (34/39)	87.97% (117/133)	86.13% (118/137)	95.83% (115/120)	90.98% (111/122)	96.03% (121/126)
Determine planning applications within statutory periods (or subject to agreement): Others applications	92.10% (70/76)	86.21% (75/87)	89.89% (80/89)	91.5% (86/94)	91.75% (378/412)	89.06% (407/457)	95.40% (373/391)	89.89% (337/375)	97.67% (377/386)