



# **Hartlepool Borough Council Local Development Framework**

## **Authorities Monitoring Report**

**2020 - 2021**

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## **EXECUTIVE SUMMARY**

### ***Introduction***

This Authorities Monitoring Report (AMR) covers the financial year 2020/21 and is the third AMR of the adopted Local Plan (adopted in May 2018). The Local Plan covers the period 2016 to 2031 hence the assessment of policies will cover this period as well.

The AMR is produced by Planning Services on behalf of the Council and relates to the period 1st April 2020 to 31st March 2021. It reviews the progress made on the implementation of the Local Development Scheme (LDS) and generally assesses the effectiveness of planning policies within the Local Plan and the extent to which they are being implemented. The LDS that relates to this report was produced in December 2017.

The planning policies assessed in this report, are those of the Hartlepool Local Plan adopted in May 2018. A list of the 2018 Local Plan policies is shown in Appendix 1 and can also be accessed on the Council's website.

Chapter 4 of this report details how the Local Plan policies have, on the whole, been effective in both the management of planning proposals and in the economic, social and environmental development of the borough.

### ***Housing***

In accordance with Part 8, 34 (3) of the Town and Country Planning (Local Planning) (England) Regulations 2012, Chapter 4 includes annual numbers of net additional dwellings which have been specified in a Local Plan policy.

The adopted Local Plan identifies an objectively assessed need (OAN) of 287 dwellings per annum which takes into account the predicted household projections over the next 15 years up to 2031, a backlog from previous years and aspirations of the Tees Valley Combined Authority to create more jobs and overcome economic development barriers of which housing is one as outlined in their Strategic Economic Plan (2016-2026). The plan sets a housing requirement of 410 dwellings per annum and this is phased over the plan period. It also factors in a replacement of demolitions on Housing Market Renewal (HMR) sites and an additional 20% affordable housing buffer.

This report covers the first phase of the Local plan housing trajectory which sets a baseline delivery target of 350 dwellings/annum. A net total of 161 new build homes were delivered this year mainly from Wynyard and Marine Point along with various smaller sites. This under delivery has increased the net shortfall over the last three years from 85 in 2017/18 to 348 dwellings this year. The delivery is below the baseline delivery target and also below the Objectively Assessed Need (OAN) of 287 dwellings/annum. House building was seriously impacted within this financial year due to the COVID pandemic, lockdowns and restrictions placed on businesses and the public. However, the COVID restrictions have since been lifted and developments have resumed with more housing development applications

approved. It is therefore anticipated that the building rate will increase throughout the year and there will be more completions within the next financial year.

Building commenced at large sites such as Former Brierton School Site, Seaton Meadows, Station Road at Greatham, Quarry Farm 2, Countryside at Wynyard and Duchy at Wynyard; altogether will add a gross total of 753 dwellings. Preparatory works also started at Upper Warren (565 homes) and it is expected that building will commence early next year. Various smaller sites also obtained planning permission in the year hence it is expected that more homes will be delivered next year. Some of the strategic housing sites allocated in the Local Plan (2018) which include more greenfield housing sites may obtain planning permission next year.

A total of 31 affordable homes were delivered i.e. 26 new builds from Lealholm road and 5 refurbished homes (part of the council's empty homes purchase scheme). This is below the target of 74 affordable homes per annum. However, progress on building 81 affordable bungalows at former Brierton school site and Station Road, Greatham is well underway and completion is expected early next year. This will increase the number of affordable homes delivered. It is therefore expected that housing delivery will increase next year and the coming years to address the shortfall and also to meet the set annual delivery targets. Therefore, there is currently no need to revise the delivery targets or any of the housing policies.

### ***Economy, Employment, Town Centre, Tourism***

This year there was a total gross of 2,433m<sup>2</sup> additional employment floor space delivered from a building at Unit 1C Rivergreen at Queens Meadow industrial area. There has been no employment land uptake from allocated industrial areas for employment use. However, there has been a loss of approximately 2ha employment land at the prestige employment site at Wynyard Park (policy EMP1) as a result of a housing development which was granted planning permission at Wynyard Park contrary to Planning Policy and Economic Development advice to safeguard the allocated employment land.

This permission was for the Wynyard Countryside site (reference H/2019/0473) to the west of EMP1. This loss brings down the available employment land to 195.2ha Boroughwide. Although the loss of available employment land to housing at Wynyard Park indicates diversion from policy EMP1, it cannot be concluded that there is policy failure. To date there have been no approaches from businesses wishing to develop on the Prestige Employment Site at Wynyard and as such it is not considered the loss would, at this stage, warrant policy failure as there is still over 30ha of available employment land at Wynyard should interest arise. There is therefore no need to review employment policies at present.

Retail policies are performing as expected because the town centre still continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance. However, lack of high quality shops and high vacancy rates in the town centre still remains a challenge. Retail was also seriously impacted within this financial year due to the COVID pandemic, lockdowns and

restrictions placed on businesses and the public. However, the COVID restrictions have since been lifted and it is expected that vacancy rates will decrease next year. Town centre policies are being well implemented with appropriate planning permissions being granted for town centre uses within the town centre. There is therefore no need to review the town centre retail policies.

Tourism policies within the Local Plan identifies the Town Centre, the Marina, the Headland and Seaton Carew as main tourism destinations and the policies encourage appropriate developments within these areas. However, rural tourism through recreation and leisure developments could be allowed under certain circumstances. Not many tourist-related applications have been approved this year, however the tourism policies continue to be implemented and there is currently no need for review.

## ***Environmental Quality***

### *Natural Environment*

This year there have been no losses or gains in the total area of habitat in international or national designated sites. However, a loss of 6.02 ha of land within Local Wildlife Sites (LWS) is reported. This loss is comprised of 3.61 ha from Close Woods Complex LWS and 2.41 ha from High Newton Hanzard Meadow LWS. The loss from Close Woods Complex occurred due to development approved under application number H/2014/0581. This development was commenced in 2016, however this loss was not reported at that time. There is ecological concern about loss of wildlife habitat with no compensation or replacement measures put in place. It is highly recommended that housing applications are more closely monitored to avoid future losses of wildlife habitat as this is detrimental to the natural environment and biodiversity gain in the long-term.

The quantity and type of green infrastructure lost or gained is not routinely measured or monitored, therefore no definitive measurement can be provided. However, funding for green infrastructure is secured through S106 developer contributions from planning applications and this can be routinely measured. This year, for green infrastructure, a total of £24,000.00 has been received and £202,262.00 secured through S106 agreements; for ecological mitigation nothing was received but £71,000 is still available and has been carried over from last year. £18,600.00 was secured for ecological mitigation through signed S106 agreements (Appendix 5 and 6).

### *Countryside/Rural Area, Historic Environment*

The council continues to closely monitor unjustified developments in the countryside, in particular isolated residential developments outside development limits through the adopted New Dwellings Outside of Development Limits SPD.

There are two approved developments this year in the rural area, one at Ashfield Caravan Park and the other at Abbey hill cottages. They are both justified as they relate to existing rural businesses and rural policies promote growth and diversification of the rural economy hence this is positive development in the rural

area. The New Dwellings Outside Developments Limits SPD (2015) continues to assist in the protection of the open countryside from unwanted, unsustainable and unjustified developments of isolated dwellings. The rural development policies continue to be implemented and there is therefore no need or justification for a review of those elements of the Local Plan.

The council published a total of 13 historic buildings at risk i.e. 1 by Grade 1, 10 by Grade 2 and 2 by locally listed last year and there has been no change this year. This list highlights vulnerable heritage assets across the borough. There has been no Conservation Area Appraisal this year but work is still on going on reviewing the Seaton Carew Conservation Area Appraisal.

### *Waste, Renewable Energy*

The total amount of waste arising this year decreased in comparison to the last year. More waste was incinerated compared to last year and the proportion of recycled or composted waste slightly decreased from 33.62% last year to 30.1% this year. The Council introduced co-mingled recycling collections in 2012, which, whilst making recycling easier for residents, had an impact on the quality of material collected. This is being continually addressed by initial sorting (removal of large items of contamination) at the Council's own waste transfer station before the materials are transferred to the sorting facility.

### ***Sustainable Transport, Access to the Countryside***

The Local Plan makes provision for the continued improvement of roads and development of a comprehensive network of cycle routes linking the across the borough. There were no new roads created this year.

Discussions regarding the purchase of land are ongoing between the Council and the various landowners' agents for the delivery of the Elwick bypass/grade separated junction. There is a wide range of opinions of value and differing views as to the proper approach to the compensation payable. In terms of design, discussions on the final design details for the grade separated junction onto the A19 are ongoing with Highways England (now called National Highways). It is expected that a final agreement from National Highways and Land Purchases will be reached next year after which the construction phase can commence.

The council has continued to improve access to the countryside and furniture within the countryside so that a more inclusive network will be available to a broader user base. A coastal path was improved (0.65 km in length). No walkways or coastal paths have been extinguished for the past four years and this indicates that policy INF2 is being implemented hence there is currently no need to review sustainable transport policies.

The borough council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.

***Neighbourhood Plans, Community Infrastructure Levy, Duty to Cooperate, S106 Developer Contributions***

The Rural Neighbourhood Plan now forms part of the planning framework and is available on the council website. Work on the Headland and Wynyard neighbourhood plans is ongoing and details are given in Appendix 2 of this report.

In fulfilling the requirements of section 33A of the Planning and Compulsory Purchase Act 2004 (Duty to co-operate in relation to planning of sustainable development) and as set out in the Town and Country Planning (Local Planning) (England) Regulations 2012, part 2, duty to cooperate, (4) (1); the council has continued to cooperate and actively engage with public bodies to develop strategic policies. Further details are available in Appendix 3 of this report.

Whilst the Council will keep the situation under review, the present stance is that the Community Infrastructure Levy (CIL) will not be taken forward within the Borough. Further details on CIL are in Appendix 4 of this report. Appendices 5 and 6 show the breakdown of the S106 funds; amounts received/sought/secured, where they should be spent and the type of development they should be spent on.



## 1. INTRODUCTION

- 1.1 Government legislation requires all Local Planning Authorities to prepare a Local Plan monitoring report, the Authorities Monitoring Report (AMR). It is prepared in accordance to the provisions of the Localism Act 2011 which have led to Regulation 34 in The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribing minimum information to be included in monitoring reports, including net additional dwellings, net additional affordable dwellings, community infrastructure levy receipts, the number of neighbourhood plans that have been adopted, and action taken under the duty to co-operate. In essence it is a matter for each Local Planning Authority to decide what to include in their AMR over and above the prescribed minimum information as outlined in The Town and Country Planning (Local Planning) (England) Regulations 2012.
- 1.2 This report is based on the ongoing monitoring of the borough over the past financial year (2020/2021) and will assist us to plan better for the borough. Where policies are failing we will seek to find out why and look to address them so that they perform more appropriately in the future.

### Planning Legislation

- 1.3 The Planning and Compulsory Purchase Act 2004 introduced a system of development planning. In light of the Act, planning documents are being prepared and incorporated into a Local Development Framework (LDF). The LDF comprises a portfolio of Local Development Documents which together deliver the spatial planning strategy for Hartlepool (see Diagram 1 below). Some documents are known as Local Development Documents (LDDs) and include Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs) and Neighbourhood Plans.<sup>1</sup> The LDDs set out the spatial planning strategy for Hartlepool. The 2012 regulations<sup>2</sup> set out what each LDF document should contain and the formal process they should go through.
- 1.4 The other documents that are within the LDF system, but are not termed LDDs, are:
- The Local Development Scheme (LDS) which sets out the programme for preparing LDDs;
  - The Statement of Community Involvement (SCI) which sets out how the Council will involve residents and other interested persons and bodies in the planning process; and
  - The Authorities Monitoring Report<sup>3</sup> (AMR) which assesses the implementation of the Local Development Scheme, the extent to which policies in the LDDs

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<sup>1</sup> Schedule 9, part 2 (6) (b) of the Localism Act amends 38 (3) of the Planning and Compulsory Purchase Act 2004 to include Neighbourhood Plans as LDD's.

<sup>2</sup> Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>3</sup> Formally termed the Annual Monitoring Report in line with the Town and Country Planning (Local Development) (England) Regulations 2004, as amended.

are being achieved, provides information with regard to CIL and sets out how the Council has cooperated with other Local Authorities and relevant bodies.<sup>4</sup>

Diagram 1: Hartlepool Local Development Framework

<b>LOCAL DEVELOPMENT FRAMEWORK</b> A portfolio of local development and other documents													
<b>Local Development Documents</b>										<b>Other Documents</b>			
Development Plan Documents				Supplementary Planning Documents									
<b>Hartlepool Local Plan</b>	<b>Tees Valley Minerals &amp; Waste DPD</b>	<b>Hartlepool Local Plan -Policies Map</b>	<b>Neighbourhood Plans</b>	<b>Travel Plans and Transport Assessments SPD</b>	<b>Hartlepool Green Infrastructure SPD</b>	<b>Trees and Development SPD</b>	<b>Planning Obligations SPD</b>	<b>Shop Fronts SPD</b>	<b>Residential Design SPD</b>	<b>New Dwellings outside of Development Limits SPD</b>	<b>Seaton Carew Masterplan SPD</b>	<b>Statement of Community Involvement</b>	<b>Authorities Monitoring Report</b>
These documents will comprise the Development Plan for the area.				These documents help to give further information and detail to support the Development Plan Documents.							These Documents and the highlighted Development Plan Documents must be prepared.		

### The Authorities Monitoring Report

1.5 Local planning authorities are required to examine certain matters in their Monitoring Reports<sup>5</sup>. The key tasks for this monitoring report are as follows:

- Review actual progress in terms of the preparation of documents specified in the Local Development Scheme against the timetable and

<sup>4</sup> Part 2, 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the bodies that the council must cooperate with.

<sup>5</sup> Part 8 Town and Country Planning (Local Planning) (England) Regulations 2012

milestones set out in the scheme, identifying if any are behind timetable together with the reasons and setting out a timetable for revising the scheme (Section 3).

- Assess the extent to which planning policies are being implemented, including any justification as to why policies are not being implemented and any steps that the council intend to take to secure that the policy is implemented. This assessment will be of the policies from adopted Local Plan (Section 4).
- Contain details of any Neighbourhood Development Order or a Neighbourhood Development Plan that are being prepared or have been adopted within the borough (Appendix 4).
- Provide information regarding the progress of the Community Infrastructure Levy (Appendix 5).
- Provide information regarding who the council has cooperated with in relation to planning of sustainable development (Appendix 6).

1.6 In terms of assessing the implementation of such policies, the Authorities' Monitoring Report should:

- identify whether policies need adjusting or replacing because they are not working as intended; identify any policies that need changing to reflect changes in national or regional policy; and
- set out whether any policies are to be amended or replaced.

1.7 In order to assess the effectiveness of planning policies, it is important to set out the social, economic and environmental context within which the policies have been formulated, the problems and issues they are intended to tackle, and the opportunities of which advantage can be taken to resolve such problems and issues. Section 2 of this report therefore gives consideration to the key characteristics of Hartlepool and the problems and challenges to be addressed.

1.8 This report, for the period 1st April 2020 to 31st March 2021, gives consideration to the policies of the Hartlepool Local Plan adopted in May 2018 and the Tees Valley Minerals and Waste Core Strategy and the Policies and Sites DPD adopted in September 2011.

## **2 HARTLEPOOL – KEY CHARACTERISTICS, STATISTICS, PROBLEMS AND CHALLENGES FACED**

- 2.1 The key contextual indicators used in this chapter describe the wider characteristics of the borough and will provide the baseline for the analysis of trends, as these become apparent and for assessing in future Authorities' Monitoring Reports, the potential impact future planning policies may have had on these trends.

### Hartlepool & the Sub-regional Context

- 2.2 The borough forms part of the Tees Valley along with the boroughs of Darlington, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees.
- 2.3 Hartlepool is an integral part of the Tees Valley region. It is a retail service centre serving the borough and parts of County Durham, in particular Easington and Peterlee. Over recent years the borough has developed as an office and tourism centre. The development of Seaton Carew sea front, the Maritime Experience and the Marina forms an important component of coastal regeneration exploiting the potential of the coast as an economic and tourist driver for the region.

### Hartlepool in the Local Context

- 2.4 The original settlement of Hartlepool dates back to Saxon times. Originally an important religious settlement the town's early development resulted from the existence of a safe harbour and its role as a port for the city of Durham and subsequent grant of a Royal Charter from King John in 1201. The town as it is today has grown around the natural haven which became its commercial port and from which its heavy industrial base developed.
- 2.5 The borough of Hartlepool covers an area of approximately 9400 hectares (over 36 square miles). It is bounded to the east by the North Sea and encompasses the main urban area of the town of Hartlepool and a rural hinterland containing the five villages of Hart, Elwick, Dalton Piercy, Newton Bewley and Greatham. The main urban area of Hartlepool is a compact sustainable settlement with many of the needs of the residents in terms of housing, employment, shopping and leisure being able to be met within the borough. The Durham Coast railway line runs through the centre of the town and connects Hartlepool to Newcastle, the rest of Tees Valley, York and London. The A19 trunk road runs north/south through the western rural part of the borough, the A19 and the A1 (M) are readily accessed via the A689 and the A179 roads which originate in the town centre.

### Population

- 2.6 In comparison to last year, the population of Hartlepool increased by 0.1% from 93,700 to 93,800 (Table 1). Hartlepool still has the lowest number of residents in the Tees Valley, with a proportion of 13.8% and Stockton-On-Tees has the highest with a proportion of 29.2% (Table 2). Nationally, in Great Britain, the population has slightly increased as shown in Table 1 below.

Table 1: Population

Area	Population				
	2016/2017	2017/2018	2018/2019	2019/2020	2020/21
Darlington	105,600	106,300	106,600	106,800	107,400
<b>Hartlepool</b>	<b>92,800</b>	<b>93,000</b>	<b>93,200</b>	<b>93,700</b>	<b>93,800</b>
Middlesbrough	140,400	140,600	140,600	141,000	141,300
Redcar & Cleveland	135,400	136,000	136,700	137,200	137,200
Stockton	195,700	196,500	197,200	197,300	197,400
<b>Tees Valley Total</b>	<b>669,900</b>	<b>672,500</b>	<b>674,300</b>	<b>676,000</b>	<b>677,100</b>
<b>North East</b>	<b>2,636,800</b>	<b>2,644,700</b>	<b>2,657,900</b>	<b>2,669,900</b>	<b>2,680,800</b>
<b>Great Britain</b>	<b>58,381,200</b>	<b>58,744,600</b>	<b>64,553,900</b>	<b>64,903,100</b>	<b>65,185,700</b>

Source: NOMIS, Official Labour Market Statistics, 2021

Table 2: Population Proportions in the Tees Valley Sub region

Area	Proportion%				
	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021
Darlington	15.8	15.8	15.8	15.8	15.9
<b>Hartlepool</b>	<b>13.9</b>	<b>13.8</b>	<b>13.8</b>	<b>13.8</b>	<b>13.9</b>
Middlesbrough	21.0	20.9	20.9	20.9	20.9
Redcar & Cleveland	20.2	20.2	20.3	20.3	20.3
Stockton	29.2	29.2	29.2	29.2	29.2
<b>Tees Valley Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: NOMIS, Official Labour Market Statistics, 2021

### 2019 Index of Multiple Deprivation (IMD)

- 2.7 The IMD was updated in September 2019, with the previous IMD being that of 2015. The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas (LSOAs), in England. The deprivation in its broadest sense is measured by assessing indicators relating to income, employment, health and disability, education, skills and training, barriers to housing and services, crime and the living environment and combining them into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.
- 2.8 Nationally, the IMD 2019 ranks Hartlepool as the 25<sup>th</sup> most deprived Local Authority in England. This is an improvement in comparison to the previous 2015 IMD which ranked Hartlepool at 18<sup>th</sup>. At a sub-regional level, Hartlepool is better than

Middlesbrough which ranked 16<sup>th</sup>. At 113 Stockton Tees has the highest rank in the Tees Valley, followed by Darlington at 103<sup>rd</sup> and Redcar at 62<sup>nd</sup>.

- 2.9 According to the 2019 IMD, Hartlepool has a total count of 16 LSOAs and of these 36.2% are in the first decile rank i.e. 10% of the most deprived nationally. At a sub-regional level Hartlepool is better than Middlesbrough which ranks 1<sup>st</sup> nationally. In terms of the first decile, Darlington is the least deprived in the Tees Valley, ranking 47<sup>th</sup>, followed by Stockton ranking 39<sup>th</sup> and Redcar and Cleveland ranking 29<sup>th</sup> of the 326 Local Authorities in England. More detailed information on the IMD and how it is calculated is on the following link:  
<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

### Tourism

- 2.10 As set out in the Council Plan 2021 – 2024, the Council's vision is that Hartlepool is a place that is sustainable, clean, safe and green and has an inclusive and growing economy. It has strong attraction including a multi-million pound 500 berth marina, the Hartlepool Historic Quay, a comprehensive range of eating establishments predominantly situated in Hartlepool Marina, and the National Museum of the Royal Navy have taken over and rebranded the former Hartlepool Maritime Experience with exciting plans to invest and expand in new attractions and events to significantly boost visitor numbers.
- 2.11 The Town is delighted to have secured £25m under the governments Town Deal and in 2021 is developing five placemaking and high profile capital projects including re-imagining the Middleton Grange shopping centre, converting the derelict Wesley Chapel Work into high end hotel accommodation, the development of two new academy facilities to develop health & care and civil engineering skills, and further improvement the impressive waterfront to contribute to tourism and visitor development.
- 2.12 The Council is continuing with the redevelopment of the Hartlepool Waterfront and in 2024 the town will see the opening of a brand new, unique leisure and destination facility at Jacksons Landing. Memorandums of Understanding are in place with the National Museum of the Royal Navy (NMRN) and Hartlepool United Football Club evidencing their commitment to working in partnership towards the long term regeneration and improvements to the area. The town has been unsuccessful in its bid for Levelling Up Funding for £20m to contribute to further waterfront improvements and sustainability proposals in leisure facilities, connectivity improvements with the town centre and expanded facilities for the NMRN. It is presumed that the town may put forward a bid if there is a future round but nothing is certain at present.
- 2.13 In Seaton Carew, the town's seafront has seen a successful and popular season following the Coronavirus pandemic, with the completion of seafront and environmental improvements. The now vacant Longscar site at the heart of the seafront is earmarked for regeneration and will see visioning during 2021 and improvements to come.

2.14 Shades continues to progress to get it project ready in the ISQ area and the town is excited at the potential for growth in the TV and film sector.

Finally, in terms of connectivity, the project to improve and expand rail facilities at Hartlepool Station progresses at pace with the approval by Network Rail for the location of a pedestrian footbridge to open up a new second platform and northern entrance which will increase train capacity and ease of reaching the town.

### Economy and Employment

2.15 Table 3 shows that Hartlepool has a lower proportion of economically active people (i.e. aged 16 and above) compared to the national and regional averages. The unemployment rate in Hartlepool has increased from 7.2% last year to 7.9% this year and remains the highest in the sub region. Hartlepool also has the highest proportion of workless households (26.2%) in comparison to all. The percentage of economically active people in Hartlepool has decreased this year to 72.8% from 74.9% last year.

Table 3: Labour Supply

Area	Economically Active (16+ years)		Economically Inactive (16+ years)		Unemployed (16+ years)		Workless Households	
	Number	%	Number	%	Number	%	Number	%
Darlington	52,800	80.1	12,700	19.9	3,100	5.8	6,100	17.9
<b>Hartlepool</b>	<b>42,000</b>	<b>72.8</b>	<b>15,400</b>	<b>27.2</b>	<b>3,400</b>	<b>7.9</b>	<b>7,800</b>	<b>26.2</b>
Middlesbrough	62,600	70.1	26,000	29.9	4,800	7.5	10,600	23.8
Redcar & Cleveland	59,200	71.4	22,900	28.6	3,900	6.6	9,700	23.3
Stockton	96,700	78.5	25,600	21.5	5,700	5.8	13,200	21.1
<b>Tees Valley</b>	<b>313,300</b>	<b>74.6</b>	<b>102,600</b>	<b>25.4</b>	<b>20,900</b>	<b>6.7</b>	<b>47,400</b>	<b>22.5</b>
<b>North East</b>	-	<b>75.7</b>	-	<b>24.3</b>	-	<b>6.7</b>	<b>175,300</b>	<b>20.3</b>
<b>Great Britain</b>	-	<b>78.4</b>	-	<b>21.6</b>	-	<b>5.0</b>	<b>2,854,000</b>	<b>13.9</b>

Source: NOMIS, Official Labour Market Statistics 2021 (numbers are for those aged 16 and over, % are for those aged 16-64)

2.14 Table 4 illustrates the breakdown of percentage of working age population (16-64 years) in employment by main occupation groups. At 15.4%, 'Professional occupations' constitute the highest socio-economic class in Hartlepool and 'Process, plant and machine' constitute the least at 6.7%.

2.15 In comparison to last year, there has been a general percent increase in most occupations. A decline has been noted in the 'Process plant and machine

operatives', 'Elementary occupations', 'Managers, directors, senior officials' and 'Professional occupations'.

Table 4: Percentage of working age population (16-64 years) in employment by main occupation groups

Socio-Economic Class	Area							
	Darlington	Hartlepool	Middlesbrough	Redcar & Cleveland	Stockton	Tees Valley	North East	Great Britain
Managers, directors, senior officials	9.7	<b>7.1</b>	5.5	9.0	8.3	<b>7.9</b>	<b>8.5</b>	<b>10.9</b>
Professional occupations	20.3	<b>15.4</b>	21.7	23.2	19.8	<b>84.6</b>	<b>19.5</b>	<b>23.3</b>
Associate professional & technical	13.0	<b>14.5</b>	12.5	10.9	10.9	<b>10.4</b>	<b>13.2</b>	<b>15.6</b>
Administrative and secretarial occupations	13.4	<b>11.6</b>	6.9	12.1	11	<b>11</b>	<b>10.7</b>	<b>10.2</b>
Skilled trades occupations	9.5	<b>13.8</b>	8.2	11.7	9.1	<b>10.5</b>	<b>9.2</b>	<b>9.0</b>
Caring, leisure & other	7.0	<b>10.2</b>	12.5	10.6	9.3	<b>9.9</b>	<b>10.9</b>	<b>9.0</b>
Sales and customer service occupations	8.6	<b>9.3</b>	9.9	7.0	12	<b>9.4</b>	<b>9.6</b>	<b>7.1</b>
Process plant and machine operatives	7.1	<b>6.7</b>	8.7	4.9	7.3	<b>6.9</b>	<b>6.5</b>	<b>5.6</b>
Elementary occupations	11.6	<b>10.5</b>	13.4	10.7	11.6	<b>11.6</b>	<b>11.5</b>	<b>9.1</b>

Source: NOMIS, Official Labour Market Statistics, 2021

- 2.16 Under Universal Credit, a broader span of claimants are required to look for work than under Jobseeker's Allowance. As Universal Credit Full Service continues to be rolled out, the number of people recorded as being on the Claimant Count has significantly declined across the board as shown in Table 5.

Table 5: Unemployment Claimant Rate (% of the working age population claiming job seekers allowance)

Area	2016 Claimant rate	2017 Claimant rate	2018 Claimant rate	2019 Claimant rate	2020 Claimant rate	2021 Claimant rate
Darlington	2.7	3.5	3.5	4.5	6.9	5.8
<b>Hartlepool</b>	<b>3.7</b>	<b>5.2</b>	<b>6.7</b>	<b>5.9</b>	<b>8.5</b>	<b>6.8</b>
Middlesbrough	4.7	4.9	4.5	5.7	10.2	8.5
Redcar & Cleveland	4.3	4.1	3.5	4.2	7.2	5.7
Stockton	3.0	3.4	3.1	4.0	6.9	5.4
<b>Tees Valley Average</b>	<b>3.7</b>	<b>4.1</b>	<b>4.0</b>	<b>4.9</b>	<b>7.9</b>	<b>6.4</b>
<b>North East</b>	<b>2.7</b>	<b>3.2</b>	<b>3.3</b>	<b>4.3</b>	<b>7.2</b>	<b>5.7</b>
<b>Great Britain</b>	<b>1.5</b>	<b>2.0</b>	<b>1.9</b>	<b>2.8</b>	<b>6.3</b>	<b>5.0</b>

Source: NOMIS, Official Labour Market Statistics, 2021



## Health

- 2.17 According to Public Health England (2020), the health of people in Hartlepool is generally worse than the England average. Hartlepool is one of the 20% most deprived districts/unitary authorities in England and about 28.6% (5,020) of children live in low income families. Life expectancy is 12.5 years lower for men and 10.4 years lower for women in the most deprived areas of Hartlepool than in the least deprived areas.
- 2.18 In terms of child health; in Year 6, 26.9% (311) of children are classified as obese, worse than the average for England. The rate for alcohol-specific hospital admissions among those under 18 is 42 per 100,000 population. This represents 8 admissions per year. Levels of teenage pregnancy, GCSE attainment (average attainment 8 score), breastfeeding and smoking in pregnancy are worse than the England average (Public Health England, 2019)
- 2.19 The rate for alcohol-related harm hospital admissions in adults is 1021 per 100 000 population, worse than the average for England. This represents 934 admissions per year. The rate for self-harm hospital admissions is 264 per 100 000, worse than the average for England. This represents 235 admissions per year. Estimated levels of excess weight in adults (aged 18+), smoking prevalence in adults (aged 18+) and physically active adults (aged 19+) are worse than the England average. The rates of new sexually transmitted infections, killed and seriously injured on roads and new cases of tuberculosis are better than the England average. The rates of statutory homelessness, violent crime (hospital admissions for violence), under 75 mortality rate from cardiovascular diseases, under 75 mortality rate from cancer and employment (aged 16-64) are worse than the England average.

## Lifelong Learning and Skills

- 2.20 Table 6 shows the National Vocational Qualification (NVQ) level attained by the working age population i.e. the 16-64 year age for both males and females.

Table 6: Qualifications/no qualifications % of working age residents (16-64 years)

Area	Qualifications					No Qualifications
	NVQ1+	NVQ2+	NVQ3+	NVQ4+	Other	
Darlington	89.5	79.3	58.3	33.8	4.9	4.9
<b>Hartlepool</b>	<b>87.3</b>	<b>75.5</b>	<b>56.0</b>	<b>32.4</b>	<b>5.5</b>	<b>7.2</b>
Middlesbrough	80.8	70.8	49.3	31.2	7.2	12.1
Redcar	84.7	71.0	48.4	29.1	4.6	10.7
Stockton	90.3	80.5	64.1	37.7	3.2	6.5
Tees Valley	80.3	69.0	50.8	30.6	7.7	12.0
<b>North East</b>	<b>86.7</b>	<b>75.5</b>	<b>55.1</b>	<b>34.4</b>	<b>5.2</b>	<b>8.1</b>
<b>Great Britain</b>	<b>87.7</b>	<b>78.1</b>	<b>61.3</b>	<b>43.1</b>	<b>5.9</b>	<b>6.4</b>

Source: NOMIS, Official Labour Market Statistics, 2021.

- 2.21 In comparison to last year, there has been an increase across the board in the proportions of people with qualifications up to NVQ4+ level. Consequently, the number of people with no qualifications has declined across the board. At 32.4%, Hartlepool has the third highest number of working age residents qualified to NVQ Level 4 and above (i.e. equivalent to degree level). The proportion of working age population with no qualifications in Hartlepool decreased this year.

## Housing

### Strategic Housing Assessment (2015)

- 2.22 The 2015 Hartlepool Borough Council Strategic Housing Market Assessment (SHMA) study has helped inform the production of the Council's 2018 Local Plan and Housing Strategy. The SHMA shows proportion of dwellings in each housing group as assessed (Table 7).

Table 7: Property type and size of occupied dwellings across Hartlepool

Property Type	No. Bedrooms (Table %)					Total
	One	Two	Three	Four	Five/more	
Detached house	0.0	0.6	4.3	7.9	1.7	<b>14.5</b>
Semi-detached house	0.1	5.5	19.9	2.9	0.7	<b>29.2</b>
Terraced/town house	0.0	10.5	16.9	1.7	0.7	<b>29.7</b>
Bungalow	2.5	6.9	2.4	0.2	0.0	<b>12.1</b>
Maisonette	0.8	0.2	0.0	0.0	0.0	<b>1.1</b>
Flat/apartment	7.3	5.0	0.1	0.1	0.0	<b>12.5</b>
Other	0.5	0.4	0.0	0.0	0.0	<b>0.9</b>
<b>Total</b>	<b>11.3</b>	<b>29.2</b>	<b>43.6</b>	<b>12.8</b>	<b>3.1</b>	<b>100</b>

Source: Hartlepool Strategic Housing Market Assessment (2015)

- 2.23 Overall, the vast majority (74.1%) of properties are houses, 12.1% are bungalows, 13.6% are flats/apartments and maisonettes and 0.9% are other types of property including park homes/caravans. Of all occupied properties, 11.3% have one bedroom, 29.2% have two bedrooms, 43.6% have three bedrooms and 15.9% have four or more bedrooms
- 2.24 The imbalance in the housing stock is being addressed on a holistic basis through the 2018 Local Plan and the planned future housing market renewal (HMR) initiatives. The HMR initiatives for clearance and improvement will tackle problems associated with the existing older housing stock and new housing development. They will also help to change the overall balance of housing stock and provide greater choice.
- 2.25 Affordability is still a key issue in Hartlepool as highlighted in the 2015 Hartlepool Strategic Housing Market Assessment and the Council is continuing to invest in more affordable housing in partnership with private developers and local registered providers.

## Current House Prices

Table 8: House prices (simple average) and house price index

Area	£ per House Type				House Price Index
	Detached	Semi detached	Terraced	Flat/maisonette	
Darlington	234,178	139,541	104,706	80,956	111.8
<b>Hartlepool</b>	<b>200,982</b>	<b>120,194</b>	<b>85,356</b>	<b>63,326</b>	<b>118.1</b>
Middlesbrough	215,918	126,250	90,278	71,645	115.8
Redcar	213,233	132,826	100,744	67,364	115.0
Stockton	228,692	133,028	103,310	81,965	116.0
<b>North East</b>	<b>241,703</b>	<b>144,925</b>	<b>116,054</b>	<b>96,023</b>	<b>121.9</b>
<b>National</b>	<b>416,610</b>	<b>256,812</b>	<b>222,917</b>	<b>234,731</b>	<b>133.8</b>

Source: Land Registry (<http://landregistry.data.gov.uk/app/ukhpi>), March 2021

- 2.26 Table 8 shows house prices and House Price Index (HPI) for the five local authorities in the Tees Valley. House prices are expressed in terms of simple average price for each house type. The simple average is calculated quarterly taking the sum value of all sales transactions divided by the total number of sales transactions (within a 3 month period).
- 2.27 A House Price Index (HPI) is a weighted, repeat-sales index, meaning that it measures average price changes in repeat sales or re-financings on the same properties. Since the HPI index only includes houses with mortgages within the conforming amount limits, the index has a natural cap and does not account for 'jumbo' mortgages which are for large luxury type of housing. The HPI calculation is based on Land Registry data and the figure is adjusted for sales of differing mixes of house types.
- 2.28 The HPI for Hartlepool has increased from last year's 116.4 to 118.1 this year. For the second year running, Hartlepool recorded the highest HPI in the sub region (Table 8). In comparison to last year, house prices have increased for all house types in Hartlepool. The HPI shows rising housing market values nationally.

## Community Safety

- 2.29 Safer Hartlepool Partnership (SHP) and Neighbourhood Policing continue to address community safety. SHP main aim is to reduce acquisitive crime and prevent re-offending. Table 9 gives a breakdown of offences by the crime category under which they were recorded by Hartlepool Police during the year and the previous year for comparison. These figures are based on the date the crime was recorded not the date the offence occurred.
- 2.30 Total recorded crime in Hartlepool has increased by 3.5%. Public reported crime slightly reduced by 11.7% in comparison to last year. Total police generated crime which constitutes non-victim based crime increased by 21.7%. Trafficking of drugs constitutes the highest increase at 76.8% whilst business robbery constitutes the highest reduction at -63.2%. Shoplifting has continued to decline this year.

Although total crime recorded in the town is still high, it is positive to note that some crime categories which have in the past been problematic in the town e.g. robbery, bicycle theft and acquisitive crime have continued to decline this year.

Table 9: Notifiable offences recorded by the police 2020/21

	Crime Type	2019/20	2020/21	Change (number)	Change (%)
<b>Publicly Reported Crime (Victim Based Crime)</b>	<b>Violence against the person</b>	<b>4086</b>	<b>4109</b>	<b>23</b>	<b>0.6</b>
	Homicide	1	0	-1	-100
	Death/serious injury by driving	0	3	3	N/A
	Violence with injury	962	890	-72	-7.5
	Violence without injury	1570	1533	-37	-2.4
	Stalking and Harassment	1553	1683	130	8.4
	<b>Sexual Offences</b>	<b>315</b>	<b>342</b>	<b>27</b>	<b>8.6</b>
	Rape	94	126	32	34.0
	Other sexual offences	221	216	-5	-2.3
	<b>Robbery</b>	<b>94</b>	<b>69</b>	<b>-25</b>	<b>-26.6</b>
	Business robbery	19	7	-12	-63.2
	Personal robbery	75	62	-13	-17.3
	<b>Acquisitive Crime</b>	<b>4406</b>	<b>2786</b>	<b>-1620</b>	<b>-36.8</b>
	Burglary - residential	766	542	-224	-29.2
	Burglary – business & community	282	170	-112	-39.7
	Bicycle Theft	140	73	-67	-47.9
	Theft from the Person	64	44	-20	-31.3
	Vehicle Crime (Inc Inter.)	765	417	-348	-45.5
	Shoplifting	1449	764	-685	-47.3
	Other Theft	940	776	-164	-17.4
<b>Criminal Damage &amp; Arson</b>	<b>1693</b>	<b>1488</b>	<b>-205</b>	<b>-12.1</b>	
<b>Total Public Reported Crime</b>	<b>10594</b>	<b>8794</b>	<b>-1800</b>	<b>-17.0</b>	
<b>Police Generated Offences (Non - Victim Based Crime)</b>	<b>Public Disorder</b>	<b>921</b>	<b>1089</b>	<b>168</b>	<b>18.2</b>
	<b>Drug Offences</b>	<b>351</b>	<b>480</b>	<b>129</b>	<b>36.8</b>
	Trafficking of drugs	95	168	73	76.8
	Possession/Use of drugs	256	312	56	21.9
	<b>Possession of Weapons</b>	<b>102</b>	<b>132</b>	<b>30</b>	<b>29.4</b>
	<b>Misc. Crimes Against Society</b>	<b>321</b>	<b>362</b>	<b>41</b>	<b>12.8</b>
	<b>Total Police Generated Crime</b>	<b>1695</b>	<b>2063</b>	<b>368</b>	<b>21.7</b>
<b>TOTAL RECORDED CRIME IN HARTLEPOOL</b>	<b>12289</b>	<b>10857</b>	<b>-1432</b>	<b>-11.7</b>	

Source Community Safety, Hartlepool Borough Council, 2021.

## The Environment

- 2.31 Hartlepool has a rich environmental heritage and very diverse wildlife habitats. The built, historic and natural environment within Hartlepool plays host to a wide range of buildings, heritage assets including archaeological remains, wildlife habitats, geological and geomorphological features, landscape types and coastal vistas.

## The Built Environment

- 2.32 The town has a long maritime tradition and a strong Christian heritage with the twelfth century St Hilda's church, on the Headland (a Grade I Listed Building) built on the site of a seventh century monastery. Some of the medieval parts of borough, on the Headland are protected by the Town Wall constructed in 1315; the Town Wall is a Scheduled Ancient Monument and Grade I Listed Building. There are eight conservation areas within the borough and 201 Listed Buildings, eight Scheduled Ancient Monuments and one Protected Wreck. One of the town's Victorian parks (Ward Jackson Park) is included on the list of Registered Parks & Gardens.

## Geological & Geomorphological Features

- 2.33 The geology of Hartlepool comprises two distinct types:
1. The north of the borough sits on the southern reaches of the Durham Magnesian Limestone Plateau, which is of international geological importance. Although the Magnesian Limestone in Hartlepool is generally too far below the overlying soils to give rise to the characteristic Magnesian Grassland flora found further north, it is exposed in several quarries and road cuttings and forms a spectacular gorge in West Crimdon Dene along the northern boundary of the Borough.
  2. The southern half of the borough sits on Sherwood Sandstone from the Triassic period; a rare exposure on the coast at Long Scar & Little Scar Rocks is a Regionally Important Geological Site. Of more recent geological origin is the Submerged Forest SSSI, which underlies Carr House Sands and is intermittently exposed by the tide. This area of waterlogged peat has yielded pollen, mollusc and other remains, which have been used to establish the pattern of sea-level change in Eastern England over the past 5,000 years.

## Wildlife Characteristics

- 2.34 The borough is bordered on the east by the North Sea and features extensive areas of attractive coastline including beaches, dunes and coastal grassland. Much of the inter-tidal area of the coast is internationally important for its bird species and is protected as Teesmouth & Cleveland Coast Special Protection Area/Ramsar site. There are nationally protected Sites of Special Scientific Interest at Hart Warren, the Hartlepool Submerged Forest and Seaton Dunes and Common. Other areas of the coast include part of the Teesmouth National Nature Reserve and Sites of Nature Conservation Interest. Hartlepool only has one inland Site of Special Scientific Interest (SSSI), Hart Bog. This is a small area which has four distinct plant communities and is of particular botanical interest.

- 2.35 The prominent location of the town's Headland, as a first landfall on the east coast, makes it of national significance for the birdwatching community. Inland is an attractive, rolling agricultural landscape including areas of Special Landscape Value. Interspersed in this landscape are a number of fragmented but nevertheless diverse and important wildlife habitats. There are six Local Nature Reserves in the borough and 40 non-statutory geodiversity and biodiversity sites protected as Local Wildlife Sites (LWS) and Local Geological Sites (LGS).
- 2.36 In addition to internationally important numbers of shorebirds, the borough contains some notable examples of wildlife species: grey and common seals are frequent along the coastline with the latter breeding in Seaton Channel. The area of sand dunes, cliffs and grazing marsh along the coast support important species such as burnt tip orchid, northern marsh orchid, early marsh orchid, sea holly and other notable species. There is extensive priority woodland habitat in the Wynyard area and the northern denes.

#### Bathing Water

- 2.37 Seaton Beach covers an extensive area and attracts significant numbers of visitors for walking, bathing and windsurfing activities. Seaton Carew Centre and Seaton Carew North Gare (south) both meet the Bathing Water Directives guideline standard which is the highest standard and Seaton Carew North passed the imperative standard which is a basic pass.

#### Air Quality

- 2.38 Air quality in Hartlepool currently meets statutory standards with no requirement to declare any Air Quality Management Areas.

#### Culture and Leisure

- 2.39 Museums associated with Hartlepool's maritime heritage and other important cultural facilities including the art gallery and Town Hall theatre which are all located within the central part of the borough and comprise a significant focus for Hartlepool's growing tourism economy. In particular, the Hartlepool Maritime Experience is a major regional/national visitor attraction. There are a number of parks and recreation facilities throughout the town and three green wedges that provide important links between the countryside and the heart of the urban areas. On the fringes of the built up area are three golf courses and a country park at Summerhill.

## Future Challenges

2.40 Hartlepool has, over recent years, seen substantial investment, particularly from government funding streams; this investment has completely transformed the environment, overall prosperity and above all Hartlepool's image. The Council wish to build on the previous successes but are faced with severe budget cuts. Below is an analysis of the main strengths, weaknesses, opportunities and threats facing the borough.

Table 10: Hartlepool SWOT Analysis

<b>Strengths</b>	<b>Weaknesses</b>	<b>Opportunities</b>	<b>Threats</b>
<ul style="list-style-type: none"> <li>• Successful allocation of Enterprise Zones</li> <li>• Compactness of main urban area</li> <li>• Expanding population</li> <li>• Sense of community / belonging</li> <li>• Partnership working</li> <li>• Good track record in delivering physical regeneration</li> <li>• Diverse, high quality and accessible natural environment</li> <li>• Diverse range of heritage assets including the maritime, industrial and religious</li> <li>• Availability of a variety of high quality housing</li> <li>• Successful housing renewal</li> <li>• High levels of accessibility by road</li> <li>• Lack of congestion</li> <li>• Good local road communications</li> <li>• Direct rail link to London</li> <li>• Good local rail services</li> <li>• Active and diverse voluntary and community sector</li> <li>• Positive community engagement</li> <li>• Successful event management</li> <li>• Small business and SME development</li> <li>• Growth of visitor market</li> <li>• High quality tourist attractions</li> <li>• High quality expanding educational facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Perceived image</li> <li>• Location off main north-south road corridor</li> <li>• High deprivation across large areas of the town</li> <li>• Low employment rates and high level of worklessness</li> <li>• Legacy of declining heavy industrial base</li> <li>• Small service sector</li> <li>• Imbalance in the housing stock</li> <li>• Shortage of adequate affordable housing</li> <li>• Poor health</li> <li>• Low level of skills</li> <li>• High crime rates</li> <li>• Exposed climate</li> <li>• Range and offer of retail facilities</li> <li>• Reductions in public resources have affected regeneration and employment levels.</li> </ul>	<ul style="list-style-type: none"> <li>• Young population, possible asset for future prosperity</li> <li>• Can improve the economy and the growing house choice thus improving the recent stabilisation of population levels</li> <li>• Availability of land to enable diversification of employment opportunities</li> <li>• Potential for development of major research, manufacturing and distribution facilities on A19 corridor</li> <li>• Potential for further tourism investment</li> <li>• Potential for integrated transport links</li> <li>• Major high quality employment opportunities at Victoria Harbour, Queens Meadow and Wynyard Park</li> <li>• Success of Tall Ships races and opportunity to bid for the event in the future</li> <li>• Plans for development of Tees Valley Metro</li> <li>• Established housing market renewal programme</li> <li>• New state of the art hospital site in Wynyard</li> <li>• Potential New Nuclear Power Station</li> <li>• Renewable Energy and Eco Industries</li> <li>• Developing indigenous business start-up and growth</li> <li>• New government guidance in the form of the NPPF and CIL regulations.</li> </ul>	<ul style="list-style-type: none"> <li>• Closure of major employer/s</li> <li>• Expansion of area affected by housing market failure</li> <li>• Climate change and rising sea levels</li> <li>• Lack of financial resources / budget deficits</li> <li>• Increasing car ownership and congestion</li> <li>• Loss of Tees Crossing Project</li> <li>• Access to New hospital</li> <li>• Competition from neighbouring out of town retail parks</li> <li>• Competition from outlying housing markets</li> <li>• Uncertainty in relation to Council budgets</li> <li>• Uncertainty in relation to government funding programmes.</li> </ul>

Source: Hartlepool Local Plan (2018)

The main challenges this year and the coming years are similar to those in previous years. In particular Hartlepool is challenged by further public expenditure cuts which are still having to be made, meaning that local services will have to be further scaled down and operated on a more constrained budget. Job losses across the borough

are a real threat to the local economy and this is likely to lead to an increase in the number of people seeking welfare benefits in the coming years.

- 2.41 Despite the expenditure cuts Hartlepool will continue to support the development of the local economy and to address the imbalance in the housing stock (including the lack of affordable housing and executive housing) so as to at least maintain the population at its current level and to ensure that the borough remains sustainable and an attractive place to live, work and play.
- 2.42 Planning policies: enable an improvement in the range of housing available (both through demolition and replacement of older terraced housing and provision of a range of new housing); enable the diversification of the local economy and the growth in tourism; encourage the provision of improved transport links and seeks to improve the built and natural environment which will all assist in achieving this aim and improve the quality of life within Hartlepool.
- 2.43 Through policies in the Local Plan and various other strategies and incentives the Council will continue to seek ways to achieve higher economic growth rates in Hartlepool in order to bridge the gap with more prosperous authorities in the region and provide greater opportunities and prosperity for residents.
- 2.44 The attraction and retention of highly skilled workers is viewed as critical to regional and sub-regional economic success, the Council will work with other Tees Valley authorities to ensure the right housing and environmental conditions are available to contribute to population growth and the attraction of key highly skilled workers to the region.



### **3 IMPLEMENTATION OF THE HARTLEPOOL LOCAL DEVELOPMENT SCHEME**

- 3.1 The Hartlepool Local Development Scheme (LDS) sets out a rolling programme for the preparation of Local Development Documents (LDDs) relating to forward planning in Hartlepool.
- 3.2 The LDS is specifically concerned with development documents being prepared over the next three years but also highlights those which are likely to be prepared beyond this period into the future. It sets out the timetable and highlights the key stages for the preparation of new policy documents and when they are proposed to be subject to public consultation. The LDS that relates to this report was approved by Regeneration Services Committee in December 2017.

#### Implementation of the 2017 Local Development Scheme

- 3.3 Table 11 details the timetable for the 2017 LDS outlining key dates for different stages and delivery of the LDS's main DPD document; the Local Plan (LP) which was adopted early in the financial year in May 2018.
- 3.4 This is the second report covering policies in the 2018 Local Plan. There is no longer a need to review policies from the 2006 Local Plan
- 3.5 To date the following development documents have been adopted within the LDF:
- Local Plan (May 2018)
  - Authorities Monitoring Report (AMR) (March 2021)
  - Green Infrastructure SPD updated (September 2020)
  - Green Infrastructure Action Plan updated (September 2020)
  - Public Rights of Way and Other Access SPD (September 2020)
  - The Wynyard Masterplan (October 2019)
  - Residential Design SPD (September 2019)
  - Statement of Community Involvement (SCI) (September 2019)
  - Local Development Scheme (LDS) (December 2017)
  - New Dwellings outside of Development Limits SPD (August 2015)
  - Seaton Carew Regeneration SPD (September 2015)
  - Planning Obligations SPD (November 2015)
  - Green Infrastructure SPD (January 2015)
  - Shop Fronts and Commercial Frontages Design Guide SPD (2014)
  - Trees and Development SPD (2013)
  - Tees Valley Joint Minerals & Waste DPDs (September 2011)
  - Transport Assessments & Travel Plans SPD (January 2010)
  - Residential extensions SPD (September 2019)

Table 11: Timetable of the adopted Hartlepool Local Plan DPD

<b>Table 1: LOCAL PLAN</b>	
<b>OVERVIEW</b>	
<b>Role and content</b>	To set out the vision and spatial strategy for Hartlepool and the objectives and primary policies for meeting the vision.
<b>Geographical Coverage</b>	Borough-wide
<b>Status</b>	Development Plan Document
<b>Conformity</b>	Must reflect the Hartlepool Community Strategy and be in line with National Planning Policy Guidance and meet the Duty to Co-operate
<b>TIMETABLE / KEY DATES</b>	
<b>Stage</b>	<b>Date</b>
Evidence base Production	November 2013 – March 2015
Issues and Option Drafting stage	March - May 2014
Issues and Options extensive public consultation stage	May – July 2014
Preferred Options Drafting stage	August 2014 – March 2016
Preferred Options extensive public consultation stage	May – July 2016
Publication Stage (Reg. 19 Stage)	December 2016 - February 2017
Submission to Secretary of State (Reg. 22 Stage)	March 2017
Public Hearings (Reg. 24 Stage)	September - October 2017
Inspectors Interim Findings	November 2017
Redrafting Stage and Consultation on Main Mods	December 2017 – February 2018
Inspectors Fact Checking Report	March 2018
Inspectors Final Report (Regulation 25)	March 2018
Adoption (Reg. 26 Stage)	May 2018
<b>ARRANGEMENTS FOR PRODUCTION</b>	
<b>Lead Organisation</b>	Hartlepool Borough Council
<b>Management arrangements</b>	The management arrangements are set out in section 9. The Local Plan will be approved by the Regeneration Committee during the various stages of consultation and ratified by full Council prior to adoption.
<b>Resources Required</b>	Primarily internal staffing resources with use of consultants if necessary for any special studies required

<p><b>Community and Stakeholder Involvement</b></p>	<p>In accordance with the Statement of Community Involvement</p>
<p><b>POST PRODUCTION / REVIEW</b></p>	
<p>The effectiveness of the primary policies in relation to the vision and objectives of the Local Plan will be assessed in the Authorities Monitoring Report and where necessary reviewed. The Local Plan DPD may be reviewed in the following circumstances:</p> <ul style="list-style-type: none"> <li>A further review of the Community Strategy</li> <li>A significant amendment to the Council's Corporate Vision</li> <li>Policies failing against the Monitoring Framework Associated with the Local Plan – this may trigger a partial review of a particular area of the plan.</li> </ul>	

*Source: Hartlepool Borough Council Local Development Scheme December 2017*

3.6 All the Local Plan milestones and the SPDs preparation milestones were achieved on target.

## 4 ASSESSMENT OF POLICIES

### Introduction

- 4.1 This section of the Authorities Monitoring Report (AMR) assesses the implementation and effectiveness of current planning policies contained in the Hartlepool Local Plan which was adopted this year on 22<sup>nd</sup> May 2018. The Local Plan covers the period 2016 to 2031 therefore assessment of policies will use baseline information as at April 1<sup>st</sup> 2016. A comparison will be made between the measured actual effects of policies, baseline information and predicted effects as outlined in the Sustainability Appraisal of the Local Plan policies. This comparison will form the basis of how the policies are performing. Targets and indicators to measure policy performance have been chosen in-line with the adopted monitoring framework as outlined in Appendix 12 of the Local Plan.
- 4.2 The 2012 Regulations<sup>6</sup> outline the minimum information to be contained in the AMR and these will all be reported accordingly. Specifically, Local Planning Authorities (LPAs) are required to provide information on annual numbers of net additional dwellings, net affordable dwellings as specified in any Local Plan policy within the monitoring period and since the date the policy was first published, adopted or approved. In this instance the reporting base will be from 1<sup>st</sup> April 2016. It is impractical to assess every single policy of the Local Plan hence policies will be grouped according to the main objectives of the Local Plan.
- 4.3 This section therefore considers the vision, objectives of the 2018 Local Plan, the policies (see Appendix 1) relating to these objectives and some related output indicators for assessing the effectiveness of the policies. A selected number of targets have been included in this report.

### Hartlepool Local Plan Objectives, Policies and Indicators

The Hartlepool Local Plan Vision is that:

*“Hartlepool by 2031 will be a more sustainable community having achieved the substantial implementation of its key regeneration areas as set out within the Hartlepool Vision; raised the quality and standard of living; increased job opportunities through developing a strong, diverse and thriving local economy which contributes positively to the sub-regional economy; maximised quality housing choices and health opportunities to meet, in full, the current and future needs of all residents. The built, historic and natural environment will have been protected, managed and enhanced, and will contribute to making Hartlepool a safe and attractive place to live, and an efficient and sustainable transport network will integrate its communities within the Tees Valley City Region and beyond. The town will have become a focal destination for visitors and investment.”*

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<sup>6</sup> Part 8, 34 (3) of the Town and Country Planning (Local Planning) (England) Regulations 2012

In the context of this vision, the strategy for the Local Plan covers four broad themes each with associated spatial objectives, main policies flowing from the objectives, core output indicators to measure policy performance and targets where set (Table 12).

Table 12: Local Plan themes, objectives, policies, targets and core output indicators (2016-2031)

'Hartlepool's Ambition' Themes	Spatial Objectives for the Local Plan	Local Plan Policies	Core Output Indicators & Targets (if set)
<p><b>Jobs and the Economy, Lifelong Learning and Skills.</b></p>	<ol style="list-style-type: none"> <li>1. To diversify the economic base of Hartlepool and promote an entrepreneurial culture to create more employment opportunities for local people.</li> <li>2. To develop Hartlepool as a destination of choice for inward investment.</li> <li>3. To enhance the tourism offer.</li> <li>4. To support the development of educational and training facilities that will develop a skilled workforce.</li> <li>5. To facilitate development in the key investment areas in the Borough.</li> <li>6. To continue to protect and enhance the vitality and viability of the Town Centre.</li> </ol>	<p>LS1, INF1, INF2, INF5, CC3, HSG3-8, EMP1, EMP2, EMP3, EMP4, EMP5, RC1 – RC21, NE1, NE2, LT1, LT2, LT3, LT4, LT5, LT6, RUR5</p>	<p><b>Targets:</b></p> <ul style="list-style-type: none"> <li>- 1950m<sup>2</sup> of retail/community floorspace</li> <li>- Create 4350 net new jobs (290 jobs/annum)</li> </ul> <p><b>Core Output Indicators</b></p> <p><b>LE1:</b> Total gross amount of additional employment floor space by use class (B1/B2/B8)</p> <p><b>LE2:</b> Total gross amount of employment floor space lost to non-employment developments</p> <p><b>LE3:</b> Amount of employment land developed by type (Brownfield or Greenfield)</p> <p><b>LE4:</b> Available employment land (ha)</p> <p><b>LE5:</b> Vacancy rates in the Town Centre (number and gross floor space area of empty units)</p> <p><b>LE6:</b> Number, Type &amp;, Location of permitted applications for tourism/leisure/educational/training facilities</p> <p><b>LE7:</b> Completed gross floorspace or area for tourism/leisure/educational/training facilities</p>
<p><b>Strengthening Communities, Community Safety, Housing, Health and Wellbeing</b></p>	<ol style="list-style-type: none"> <li>7. To make Hartlepool a safer place by reducing crime and the fear of crime and anti-social behaviour.</li> <li>8. To support growth in the housing sector and improve the choice, quality and affordability of all types and tenures of housing.</li> <li>9. To strengthen social cohesion and reduce inequalities by protecting</li> </ol>	<p>INF3, INF4, QP3, QP4, QP5, HSG1-13, NE1, NE2, NE3, NE5, NE6</p>	<p><b>Targets:</b></p> <ul style="list-style-type: none"> <li>- 6150 new dwellings (410/annum)</li> <li>- Of which 74/annum should be affordable and 65/annum should be from HMR sites</li> </ul> <p><b>Core Output Indicators</b></p> <p><b>H1:</b> Housing delivery (and demolitions) at HMR sites</p> <ul style="list-style-type: none"> <li>- 1a: Number of new dwellings on HMR Sites</li> <li>- 1b: Number of Demolitions on HMR sites</li> <li>- 1c Net dwellings delivered on HMR sites</li> </ul>

	<p>and encouraging access to local facilities.</p> <p>10. To encourage healthier and more sustainable lifestyles.</p>		<p><b>H2:</b> Annual Net Housing Delivery (excludes demolitions and replacements on HMR sites)</p> <ul style="list-style-type: none"> <li>- 2a: net delivery in previous years</li> <li>- 2b: net additional for the reporting year</li> <li>- 2c: Housing delivery target</li> <li>- 2d Actual Net Delivery (per reporting year)</li> <li>- 2e Cumulative Delivery (over Local Plan period)</li> </ul> <p><b>H3:</b> Number and types of affordable dwellings delivered</p> <p><b>H4:</b> Housing types completed</p>
<p><b>Environment (excluding Transport) Culture and Leisure</b></p>	<p>11. To protect, promote and enhance the quality and distinctiveness of the Borough's natural, rural and built environment.</p> <p>12. To protect and enhance the Borough's unique <i>historic environment</i>, cultural heritage and coastline.</p> <p>13. To reduce the causes and minimise the impacts of climate change.</p> <p>14. To maximise the re-use of previously developed land and buildings.</p> <p>15. To reduce the causes and minimise impacts of climate change in particular through the delivery of renewable and low carbon energy development. To provide a safe, attractive and well-designed environment.</p>	<p>LS1, CC1, CC2, CC3, CC4, CC5, QP4, QP7, HSG3, NE1, NE2, NE3, NE4, NE5, NE6, EMP6, RUR1, LT2, LT3, HE1, HE2, HE3, HE4, HE5, HE6, HE7</p>	<p><b>E1:</b> Changes to sites designated for conservation as a result of planning permissions (i.e. international sites, national sites and local wildlife sites)</p> <p><b>E2:</b> Quantity &amp; type of green infrastructure gained/enhanced/lost through planning permissions (ha)</p> <p><b>E3:</b> Amount of wildlife habitat lost/gained as a result of planning permissions (ha)</p> <p><b>E4:</b> Amount of ancient woodland habitat lost/gained as a result of planning permissions (ha)</p> <p><b>E5:</b> Amount of priority species lost/gained as a result of planning permissions (ha/number)</p> <p><b>E6:</b> Amount of municipal waste arising and % recycled</p> <p><b>E7:</b> Number and capacity of permitted and installed renewable energy developments</p> <p><b>E8:</b> Number of approved planning applications in rural areas</p> <p><b>E9:</b> Types of approved developments in rural areas</p> <p><b>E10:</b> Number of locally listed buildings and structures</p> <p><b>E11:</b> Number of locally listed buildings /structures at risk</p> <p><b>E12:</b> Number of conservation area appraisals taken</p>
<p><b>Environment (Transport)</b></p>	<p>16. To ensure the provision of a safe, efficient and sustainable transport network, accessible to all.</p> <p>17. To strengthen transport links with the Tees Valley sub-region, region and beyond.</p>	<p>LS1, INF1, INF2</p>	<p><b>T1:</b> Number &amp; lengths of roads created/ improved to reduce congestion</p> <p><b>T2:</b> Number &amp; lengths of cycleways created, improved or lost</p> <p><b>T3:</b> Number, Types &amp; lengths of public walkways and coastal routes created, diverted improved or lost</p>

Source: Hartlepool Local Plan 2018 – 1<sup>st</sup> three columns

- 4.4 The core output indicators and set targets have been selected to ensure they follow the SMART principle i.e. they are Specific, Measurable, Achievable, Realistic and have a Time element. Data relating to the indicators is collected and collated annually. It will be analysed and compared to the baseline information and predicted effects from the Sustainability Appraisal. A commentary will be given to indicate how the policies are performing and whether or not they are being implemented.
- 4.5 Policies can divert from their intended objectives in the course of monitoring over a period of time. It is important to note that policy diversion does not necessarily mean policy failure but instead point out to unintended policy consequences which can either be positive or negative. Unintended consequences act as trigger points to consider policy review. The review will depend on the nature and extent of the policy diversion and whether there is any justification for the diversion or not. All policies that divert from their intended path will be flagged up for possible review and intervention measures to be taken.
- 4.6 The next section assesses the policies under the following sub-sections:
- A) Local Economy (Output Indicators LE1-LE7)
  - B) Housing (Output Indicators H1-H5)
  - C) Environmental Quality (Output Indicators E1-E7)
  - D) Historic Environment and Rural Area (Output Indicators HR1-HR5)
  - E) Transport and Infrastructure (Output Indicators T1-T3)

## A LOCAL ECONOMY

This section assesses policies that impart on the local economy covering all land allocated or designated for employment; i.e. industrial, commercial, retail, education, leisure and tourism.

### Employment Objectives and Policies

Local Plan Spatial Objectives 1, 2 and 5: To diversify the economic base of Hartlepool and promote an entrepreneurial culture to create more employment opportunities for local people; to develop Hartlepool as a destination of choice for inward investment and to facilitate development in the key investment areas in the Borough.

#### Related Policies

- Identification and criteria for business development at a prestige industrial site Wynyard Business Park (**EMP1**), and a high quality industrial site Queens Meadow (**EMP2**)
- Identification and allocation of sites for a wide range of general employment uses including light and general industry at Oakesway, Longhill/sandgate, Usworth Rd/Park View West, Sovereign Park, Brenda Road, Tofts Farm East/Hunter House, Tofts Farm West, Graythorp Industrial Estate, Zinc Works Road (**EMP3**).
- Identification and criteria for specialist industrial development at Hartlepool Port, West of Seaton Channel, Philips Tank farm, South Works, North Graythorp, Graythorp Waste Management and Able Seaton Port (**EMP4**)
- Identification and safeguarding of land for a nuclear power station at Zinc Works Road/North Gare/Seaton Snook/Able Seaton Port areas (**EMP5**)

Local Plan Spatial Objectives 3, 4 and 6: To continue to protect and enhance the vitality and viability of the Town Centre, enhancing the tourism offer and supporting the development of educational and training facilities that will develop a skilled workforce

#### Related Policies

- Identifying and defining a hierarchy of retail and commercial centres that will offer a variety of sites that are economically attractive, diverse and in appropriate sustainable locations and/or locations where connectivity can easily be enhanced throughout the Borough (**RC1**)
- Protecting, supporting and enhancing the retail character of the Town Centre ensuring that development is in accordance with policy RC1 and that the Town Centre is the sequentially preferable location for main town centre uses (**RC2**)
- Supporting, protecting and encouraging diversification of commercial and retail development in the Edge of Town Centers (**RC4-RC11**), Retail Parks (**RC12-RC15**) and Local Centers (**RC16**)



- Developing, supporting, enhancing and protecting leisure and tourism facilities including high quality accommodation and cultural assets to build on successful regeneration schemes in designated tourist areas across the Borough including sustainable rural tourism (**LT1-LT6, RUR5**)

### Industrial Policies assessment

- 4.8 Most industries in Hartlepool are located in the southern part of Hartlepool and this area is known as the Southern Business Zone (SBZ). The SBZ is a key employment area and a major driver of economic prosperity for the Tees Valley sub-region. A list of all allocated industrial sites are shown in Table 13. The amount of developed land and available land on each site is also shown and this will be reviewed each year to give an indication of land take up for employment purposes.
- 4.9 The Employment Land Review (ELR) endorsed by the Council's Regeneration Services Committee in January 2015 has been used as an evidence base for the adopted Local Plan and also as material consideration whilst making planning decisions. On the basis of the ELR findings and recommendations, the adopted Local Plan reveals a realistic baseline supply of 197.2ha of available employment land from 19 sites across the Borough and these have been allocated and safeguarded for employment purposes until 2031. Table 13 shows the sites allocated for employment (industrial). The information on the table will be used as a baseline for comparison as policies get implemented and developments happen over the course of the Local Plan period up to 2031.

Table 13: Available allocated industrial land

Name	Market Segment	Allocated Uses	Policy Number	Site Area (ha)	Developed/ Committed (ha)	Reserved Land (ha)	Available Land (ha)
Brenda Road East	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3e	3.1	3.1	0	0.0
Graythorp Waste Management	specialist industrial site	B2,potentially polluting or harzadous development	EMP4f	4.1	0.0	0	4.1
Graythorp Industrial Estate	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3h	13.1	13.1	0	0.0
Graythorp Yard/Able Seaton Port	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4g	47.8	0.0	47.8	0.0
Longhill /Sandgate	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3b	73.8	72.8	0	1.0
North Graythorp	specialist industrial site	B2,potentially polluting or harzadous development	EMP4e	28.1	14.5	0	13.6
Oakesway	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3a	38.8	20.2	0	18.6
Park View West	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3c	19.2	17.4	0	1.8
Philips Tank Farm	specialist industrial site	B2,potentially polluting or harzadous development	EMP4c	150.4	47.0	103.4	0.0
Queen's Meadow	high quality employment site	B1,potentially B2,B8 in certain circumstances	EMP2	65.0	20.3	0	44.7

South Works	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4d	131.3	110.8	20.5	0.0
Sovereign Park	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3d	20.9	9.5	0	11.4
The Port	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4a	106.0	45.9	0	60.1
Tofts Farm East/Hunter House	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3f	44.2	43.6	0	0.6
Tofts Farm West	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3g	34.1	25.9	0	8.2
Usworth Road	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3c	14.1	13.7	0	0.4
West of Seaton Channel	specialist industrial site	B2,potentially polluting or hazardous development	EMP4b	77.1	33.1	44	0.0
Wynyard Park	prestige employment site	B1,potentially B2,B8 in certain circumstances	EMP1	30.7	0.0	0	30.7
Zinc Works Road	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3i	3.0	3.0	0	0.0
<b>Total Area (ha)</b>				<b>904.8</b>	<b>493.9</b>	<b>215.7</b>	<b>195.2</b>

Source: Hartlepool Borough Council 2021

4.10 A number of core output indicators have been selected to measure the effectiveness of the policies which seek to diversify and improve the economy and employment opportunities. These include measures relating to business, leisure and tourism development within the Borough.

Core Output Indicator	<b>LE1:</b> Total gross amount of additional employment floor space by use class (B1/B2/B8)
Core Output Indicator	<b>LE2:</b> Total gross amount of employment floor space lost to non-employment developments
Core Output Indicator	<b>LE3:</b> Amount of employment land developed by type (Brownfield or Greenfield)
Core Output Indicator	<b>LE4:</b> Available employment land (ha)

Table 14: Completed Employment Floorspace 2020/21

	E(g)(i)	B2	B8	Other	Total
<b>LE1:</b> Gross additional employment floor space (m <sup>2</sup> )					
Unit 1 C Rivergreen, 3 offices and 1 storeroom	1,200	0	1,233	0	2,433
<b>LE2:</b> Gross employment floor space lost (m <sup>2</sup> )					
Total lost (at Wynyard policy EMP1)	8,000	8,000	4,000	0	20,000
Net total completed floorspace (LE1-LE2)	-6,800	-8,000	-2,767	0	-17,567
<b>LE3:</b> Total amount of employment land developed by type					
Greenfield (m <sup>2</sup> )	1,200	0	1,233	0	2,433
Brownfield (m <sup>2</sup> )	0	0	0	0	0
<b>LE4:</b> Available employment land (ha) = *197.2 – 5.9 (total lost) = 191.3					

Source: Hartlepool Borough Council 2021

\*Available employment land as at adoption of Local Plan in 2018 (Table 13)

- 4.8 Table 14 shows a total of 2,433m<sup>2</sup> gross additional employment floor space from a building at Unit 1C Rivergreen at Queens Meadow industrial area. There has been no employment land uptake from allocated industrial areas for employment use. However, there has been a loss of approximately 2ha employment land at the prestige employment site at Wynyard Park (policy *EMP1*) as a result of a housing development which was granted planning permission at Wynyard Park contrary to planning policy and Economic Development advice to safeguard the allocated employment land. This permission was for the Countryside site (reference H/2019/0473) to the west of *EMP1*. The prestige employment site at Wynyard Park has a total area of 32.7 ha; less the 2 ha it now has approximately 30.7ha of available employment land. Taking into account the loss of 2ha of employment land at Wynyard, there will therefore be a total of 195.2ha of available employment land Boroughwide.
- 4.9 Planning decisions should be made in accordance with the development framework i.e. the Local Plan and relevant development plan documents (see Diagram 1: Hartlepool Local Development Framework). To comply with policy Hsg6 of the Hartlepool Local Plan, development at Wynyard must accord with an approved Masterplan. Therefore, the Wynyard Masterplan is an extension of the Development Plan and is essential to ensure decisions taking place are in line with policies of the Local Plan. It is important to note that the Wynyard Masterplan gives a more detailed framework for development in a way which enabled the delivery of the Local Plan Policies and was endorsed by Regeneration Services Committee in October 2019 and adopted by Stockton Borough Council (who jointly produced the Masterplan) in late 2019.
- 4.10 Although the loss of employment land to housing at Wynyard Park (as a result of the Countryside Housing permission) indicates diversion from policy *EMP1*, it cannot be concluded that there is policy failure. To date there have been no approaches from businesses wishing to develop on the Prestige Employment Site at Wynyard and as such it is not considered the loss of 2ha of employment land out of 32.7ha would at this stage warrant policy failure as there are still over 30ha of employment land available at Wynyard should interest arise.
- 4.11 At the time of writing this report, the government has published and opened rounds of consultations on The White Paper Planning for the Future. The white paper proposes some very significant changes to the current planning system. The outcomes of the consultation have not yet been published by government but it is anticipated that they will involve significant changes to the Planning system in the next couple of years and are likely to require the development of a new Local Plan at which time a new Employment Land Review would be commissioned to ensure sufficient employment land was available within the Borough.
- 4.12 It is still anticipated that the Nuclear Power station will be replaced like for like so therefore when it is decommissioned and a new one built there will be no overall loss or gain in employment floor space. At the time it is replaced there is likely to be a short/medium term increase in employment in terms construction jobs associated with the overlap between decommissioning of the existing plant and creation of a new Power Station. It is also highly likely that there will be new supplier chain

businesses created within this period of decommissioning and building of a new power station.

### Town Centre and Town Centre Uses

4.13 The Town Centre will continue to be the primary retail and commercial centre in the borough. In accordance with policy **RC1**, the Borough Council will seek to diversify, support and protect the Town Centre as the sequentially preferable location for main town centre uses which include:

- Shops - E(a)
- Financial and Professional Services - E(b)
- Food and Drink - E(c)
- Drinking Establishments - (Sui Generis)
- Hot Food Takeaways - (Sui Generis)
- Business - E(g)
- Hotels (C1)
- Non-residential institutions - E(e-f) and F1
- Assembly and Leisure - E(d) and F2(c-d)
- Theatres and Nightclubs - E(d) and F2(c-d)
- Residential (C2, C2a, C3 and C4)

The above new use classes came into effect this financial year as from 1<sup>st</sup> of September 2020. The new use classes can be accessed on the following link:

[https://www.planningportal.co.uk/info/200130/common\\_projects/9/change\\_of\\_use](https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use)

4.14 Information on vacancy rates provides a useful indication of the viability of the town centre. The Retail Study (2015) reports that vacancy rates in terms of both quantum of floorspace and number of retail units in Hartlepool are significantly above the UK national averages and this potentially reflects a significant contraction in retail provision in Hartlepool. The core output indicators have therefore been selected to monitor vacancy rates and town centre uses.

Core Output Indicator **LE5**: Vacancy rates in the Town Centre (number and gross floor space area of empty units)

Table 15: Vacancy Rates in the Town Centre 2020/21

	2016/17	2017/18	2018/19	2019/20	2020/21
Total number of retail units	484	486	476	478	478
Total number of vacant units	101	103	103	102	113
Vacancy Rate (%)	20.9	21.2	21.6	21.3	23.6
Total Floor Space (m <sup>2</sup> )	180,598	181,127	139,241	138,963	138,963
Vacant Floor Space (m <sup>2</sup> )	20,807	21,796	20,809	20,910	21,055
Vacancy Rate (%)	11.5	12.0	14.9	15	15.2

Source: Hartlepool Borough Council, Annual Retail Survey, 2020/21.

- 4.15 The vacancy rate in terms of floorspace has slightly increased this year to 15.2% from 15% the previous year (Table 15). This is the highest it has been in the past five years. Lack of high quality shops and vacancy rates in the town centre still remains a challenge.
- 4.16 There is a considerable number of smaller businesses opening and shutting down in a short space of time which has not been helped by the Covid19 pandemic which has been extremely challenging for the retail sector. Some shops are seasonal opening only during a certain time of the year to clear goods, or sell goods for events and shutting down for the rest of the year.
- 4.17 Retail policies are performing as expected because the town centre still continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance.
- 4.18 There have been no town centre uses completions recorded outside of the town centre, edge of town centre, or local centre boundaries. This indicates further that town centre policies are being well implemented with appropriate planning permissions being granted for town centre uses within the town centre. There is therefore no need to review or update any of the town centre retail policies.

Tourism and Leisure Policies Assessment

- 4.19 Tourism has become very important to the Hartlepool economy, the developments at the Marina and Seaton Carew seafront acting as main catalysts to its success. The Local Plan identifies the Town Centre, the Marina, the Headland and Seaton Carew as main tourism destinations and outlines related policies.
- 4.20 Rural tourism in terms of holiday accommodation, camping sites, caravan sites also contributes towards a good tourism offer in the Borough. The Borough has in the past years seen a growth in the number of planning applications being determined for holiday cottages mainly in the countryside.

<p><b>LE6:</b> Number, Type &amp;, Location of permitted applications for tourism/leisure/educational/training facilities</p> <p><b>LE7:</b> Completed gross floorspace or area for tourism/leisure/educational/training facilities</p>
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- 4.21 Table 16 shows that there has been a few tourist-related planning permissions granted during this financial year.

Table 16: Planning permissions granted for tourism, leisure, education and training developments 2020/2021.

General Location	Site / Location	Development	Development progress
Town Centre	6 Scarborough Street	Change of use from office to cafe/bar and the installation of a flue at the rear	Started
	The Ward Jackson Church Street	Change of use of rear car park area to beer garden and provision of canopy	Completed
Edge of town centre	none	none	n/a
Other Urban areas	Unit 13, Teesbay Retail Park	Change of use from retail to cafe with provision of outdoor seating	Completed
Marina area	Unit 14-15 Navigation Point	Change of use to A4 Use (bar/drinking establishment) including replacement of existing shop front with bi-fold doors and other associated external alterations, and provision of outside seating and drinking area (to front of Unit 15).	Complete
Headland	none	none	n/a
Seaton Carew	none	none	n/a
Countryside/Rural Area	Ashfield Caravan Park, Ashfield Farm, Dalton Piercy	Change of use of land within Ashfield Caravan Park to site additional 37 static caravan pitches	started
	Abbey Hill Cottages	Erection of a single storey side extension to existing detached laundry/storage building used in association with the holiday cottages and fishing ponds	started

Source: Hartlepool Borough Council, Development Control, approved planning permissions 2020/21

## B. HOUSING

This section assesses the implementation of housing policies.

Local Plan Spatial Objectives 2, 3 &4: To support growth in the housing sector and improve the choice, quality and affordability of all types and tenures of housing and to encourage healthier and more sustainable lifestyles.

### Related Policies

- Ensuring that new housing provision in the Borough is delivered through housing sites that have already been permitted and newly identified sites as allocated in the Local Plan **(HSG1, HSG3-HSG8)**
- Ensuring that all new housing, and/or the redevelopment of existing housing areas, contributes to achieving an overall balanced housing stock that meets local needs and aspirations, both now and in the future **(HGS2)**
- Seeking to deliver affordable housing in respect of all applications or proposals for C3 residential developments that consist of a gross addition of 15 dwellings or more. The affordable housing target of 18% will be sought on all sites above the 15 dwelling threshold **(HSG9)**
- Tackling the problem of the imbalance of supply and demand in the existing housing stock through co-ordinated programmes including Housing Market Renewal. Priority will be given to the housing regeneration areas in central Hartlepool identified in the Hartlepool Housing Strategy **(HSG10)**
- Setting out the criteria for residential annexes and residential extensions **(HGS11-12)**
- Seeking contributions/planning obligations from developers where viable and deemed to be required to address affordable housing provision and fund the HMR programme as set out in the Planning Obligations Supplementary Planning Document **(QP1)**

### Housing policies assessment

- 4.22 The Strategic Housing Market Assessment (SHMA, 2015) identifies an objectively assessed need (OAN) of 287 dwellings per annum which takes into account the predicted household projections over the plan period of 15 years (2016 to 2031); a backlog from previous years; and aspirations of the Tees Valley Combined Authority to create more jobs and overcome economic development barriers of which housing is one as outlined in their Strategic Economic Plan (2016-2026). The adopted local plan therefore sets an aspirational housing target of **410 net dwellings per annum** which also factors in a replacement of demolitions on Housing Market Renewal (HMR) sites and an additional 20% affordable housing buffer. The HMR initiative identifies a total of 1950 dwellings to be demolished over the plan period at a replacement rate of 50%. Therefore a total of 975 dwellings (i.e. 65 per annum) will be required from HMR sites over the plan period.
- 4.23 Since demolitions from HMR sites have already been accounted for in the 410 dwellings/annum delivery rate, actual demolitions from HMR sites during the plan period will be excluded in calculating the net housing delivery. Demolitions and

delivery from HMR sites will therefore be monitored separately from the rest of other housing sites to avoid double counting in working out total annual demolitions.

<p>Core Output Indicator <b>H1</b>: Housing delivery (and demolitions) at HMR sites</p> <ul style="list-style-type: none"> <li>- <b>H1a</b>: number of new dwellings on HMR sites</li> <li>- <b>H1b</b>: Number of Demolitions on HMR sites</li> <li>- <b>H1c</b>: Net dwellings delivered on HMR sites (H1a-H1b=H1c)</li> </ul> <p>Core Output Indicator <b>H2</b>: Annual Net Housing Delivery (excludes demolitions and replacements on HMR sites)</p> <ul style="list-style-type: none"> <li>- <b>H2a</b>: net delivery in previous years</li> <li>- <b>H2b</b>: net additional for the reporting year</li> <li>- <b>H2c</b>: Housing delivery target</li> <li>- <b>H2d</b> actual net delivery</li> <li>- <b>H2e</b> Cumulative Delivery (over Local Plan period)</li> </ul>
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Housing targets

Table 17: Housing targets

	Total net housing required 2016-2031	Source of plan target
<b>Baseline Housing Target</b>	410 per annum	Hartlepool Borough Council Local Plan
<b>Phased Delivery Target for the reporting year</b>	350 per annum	Table 7 of the Hartlepool Local Plan and Hartlepool Borough Council Local Plan Housing Delivery Report (2020)
<b>Revised Delivery Target</b>	464 per annum	Table 2 of the Housing Delivery Report and 5 year housing land supply

Source: Hartlepool Borough Council Local Plan

4.24 Table 17 above shows that the overall baseline housing delivery target over the plan period is 410 dwellings/annum. However, it is important to note that the Local Plan has phased the baseline housing delivery target to include 20% affordable housing delivery buffer hence for this year the Local Plan phased target is 350 dwellings/annum.

4.25 The revised target has also been calculated to demonstrate the supply, availability of housing land in the borough and how the housing requirement will be met up to 2024/25 taking into account changing economic circumstances and previous years' under delivery. Table 19 shows the under delivery of housing in the borough since the adoption of the Local Plan. This together with a 20% buffer for affordable housing delivery has been taken into account to calculate the revised target of 464 dwellings/annum as shown on Table 17.

4.26 Table 18 shows that there has been no housing delivery or demolitions on HMR sites since the adoption of the Local Plan in 2018.



Table 18: Housing delivery and demolitions at HMR sites 2020/21

HMR Site Location/Name	Number of new dwellings on HMR sites (H1a)	Number of Demolitions on HMR sites (H1b)	Net dwellings delivered on HMR sites (H1c)
None	None	None	None

Source: Hartlepool Borough Council

- 4.27 Table 19 shows information on indicator H2 and will be used to demonstrate the annual net delivery of housing as set out in policy HSG1.

Table 19: Annual net housing delivery

Core Output Indicator H2		2017/18	2018/19	2019/20	2020/21
<b>H2a</b>	Net additional dwellings in previous years	265	371	254	
<b>H2b</b>	Net additional dwellings for the reporting year				<b>161</b>
<b>H2c</b>	Housing delivery target (Local Plan)	350	350	350	<b>350</b>
<b>H2d</b>	Actual net Delivery (per reporting year)	-85	+21	-95	<b>-189</b>
<b>H2e</b>	Cumulative Delivery (over Local Plan period)	-85	-64	-159	<b>-348</b>

Source: Hartlepool Borough Council 2020; NB: In relation to actual and cumulative delivery + denotes above target delivery and – (minus) under delivery

- 4.28 In 2020/21 there was a net delivery of 161 dwellings (i.e. 147 new builds, 1 conversion and 13 change of use). The net delivery is 189 dwellings below the baseline housing target of 350 (In the Local Plan Housing Trajectory) and below the OAN of 287 dwellings/annum. It is also 303 dwellings below the revised target of 464 dwellings/annum.
- 4.29 In the previous year 2019/20, there was a shortfall of 159 dwellings hence the cumulative shortfall for this year since the adoption of the Local Plan is 348 dwellings. House building slowed down during the year due to the COVID pandemic. However, the COVID restrictions have since been lifted and developments have resumed with more housing development applications approved. It is therefore anticipated that the building rate will increase throughout the year and there will be more completions next year.
- 4.30 The new build completions this year were mainly Wynyard North Pentagon, Marine Point, Tunstall farm, College Farm and Newholm Court. In addition to ongoing building progress on various housing sites, this year there is a total of 309 new-build starts mainly from greenfield sites hence completions from these new starts will add on to next year's net completions. It is also anticipated that some of the strategic housing sites allocated in the adopted Local Plan (2018) which include

more greenfield housing sites may obtain planning permission. It is therefore expected that housing delivery will increase next year and meet the delivery target. The overall averaged annual target of 410 dwellings is still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies. For further information on housing delivery and the 5 year supply position please refer to the 2019/20 Housing Review and Five Year Supply document<sup>7</sup>

Core Output Indicator **H3**: Number and types of affordable dwellings delivered

Core Output Indicator **H4**: Housing types completed

4.31 Affordable housing is defined as follows:

- *Social rented homes* are owned by either local authorities or registered providers (RP). These organisations charge a rent which is set by government guidelines through the national rent regime.
- *Affordable rent* is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). As local market rents vary from place to place, these are measured by the amount of local housing allowance administered in a particular area.
- The term '*intermediate housing*' includes Discounted Market Sales and a range of routes to home ownership for those who could not achieve home ownership through the market as set out in Annex 2 of the National Planning Policy Framework's (NPPF).

4.32 The SHMA identifies a need for delivery of 144 affordable dwellings per annum. However, due to viability issues the local plan only requires 18% of the 410 net delivery targets and this equates to 74 affordable units per year rather than the identified 144.

Table 20: Number and types of affordable dwellings delivered (H3)

Year	Type			
	Social rent	Intermediate tenure	Affordable rent	Total
2020/2021	0	0	26	26
2019/2020	22	0	52	74
2018/2019	0	0	62	62
2017/18	20	0	16	36

Source: Hartlepool Borough Council, 2021

<sup>7</sup> [https://www.hartlepool.gov.uk/downloads/file/6587/2020\\_housing\\_review\\_and\\_5yhls\\_report](https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report)

4.33 Table 20 shows that this year a total of **26 new build affordable homes** (all houses; 26 from Lealholm road) were delivered. This is well below the target of 74 affordable homes. The Borough Council will continue to support the delivery of additional affordable housing through building on council-owned land, partnership working with Registered Providers in the borough and through securing affordable housing contributions as part of private residential developments.

4.34 A total of £964,000 S106 funds was received for offsite affordable housing this year (Appendix 5) and £28,923.00 secured (Appendix 6) for offsite affordable housing. Planning permissions were granted for affordable homes in Greatham Station Road and for 81 affordable bungalows at Former Brierton School site. Building on these sites commenced last year and has progressed well throughout this year on both sites. It is therefore anticipated there will be above target delivery of affordable homes and more bungalows in the Borough next year.

Table 21: Housing Types completed (Indicator H4)

Type	Gross Number completed			% of total gross completed		
	2018/19	2019/20	2020/21	2018/19	2019/20	2020/21
Flat/apartment	8	8	15	2.1	3.1	8.9
Terraced house	103	41	27	27.4	16.1	16.1
Semi-detached house	71	39	31	18.9	15.3	18.5
Detached house	162	150	80	43.1	58.8	47.6
Bungalow	32	17	15	8.5	6.7	8.9

Source: Hartlepool Borough Council, 2021

4.35 There is a steady increase in the delivery of detached houses in Hartlepool since the adoption of the Local Plan as shown in table 21. At 47.6%, detached houses still account for most dwelling types completed followed by semi-detached houses. The delivery of detached and semi-detached houses in Hartlepool continues to increase yearly since 2016/17. There continues to be a shortage of bungalows in the Borough and the number delivered this year (i.e. 15 bungalows) is less than last year (17 bungalows). As anticipated last year, the proportion of bungalows increased this year and this expected to continue increasing next year as more bungalows will be completed at College farm/Dalton Heights and at former Brierton School site which has permission for 81 bungalows.

## C. ENVIRONMENTAL QUALITY

This section analyses policies related to the borough's environment (i.e. natural, built, rural and historic environment). Policies that seek to improve the environment and quality of life by adapting, minimising and mitigating against the effects of climate change will also be analysed in this section.

Local Plan Spatial Objectives 11, 12, 13, 14, 15: To protect, promote and enhance the quality and distinctiveness of the Borough's natural, rural, built and historic environment and to mitigate against the impacts of climate change

### Related Policies

- Protecting, managing and enhancing the borough's natural environment and green networks ensuring that sites designated for nature conservation are protected and unharmed by permitted developments **(NE1-7)**
- Protecting, managing and enhancing the rural area **(RUR1-6)**
- Protecting, managing and enhancing the borough's historic environment **(HE1-7)**
- Working with partner organisations, developers and the community to help minimise and adapt to climate change, in particular to minimise flooding risk and encourage reduction, reuse and recycling of waste **(CC1, CC2, QP7, EMP4f)**
- Encouraging renewable and low carbon energy generation, strategic wind turbine developments and large scale solar photovoltaic developments **(CC3, CC4, CC5)**

### Natural environment policies assessment

Core Output Indicator **E1**: Changes to sites designated for conservation as a result of planning permissions (i.e. international sites, national sites and local wildlife sites)

Core Output Indicator **E2**: Quantity & type of green infrastructure gained/enhanced/lost through planning permissions (ha)

Core Output Indicator **E3**: Amount of wildlife habitat lost/gained as a result of planning permissions (ha)

Core Output Indicator **E4**: Amount of ancient woodland habitat lost as a result of planning permissions (ha)

Core Output Indicator **E5**: Amount of priority species lost/gained as a result of planning permissions (ha/number)

4.36 Table 22 below shows that this year there have been no losses or gains in the total area of habitat in international or national designated sites. However, a loss of 6.02 ha of land within Local Wildlife Sites (LWS) is reported. This loss is comprised of 3.61 ha from Close Woods Complex LWS and 2.41 ha from High Newton Hanzard Meadow LWS. The loss from Close Woods Complex occurred due to development approved under application number H/2014/0581. This development was commenced in 2016, however this loss was not reported at that time. The loss from High Newton Hanzard Meadow is not directly associated

with development but occurred when part of the area was ploughed and converted to arable land. This is likely to have occurred in 2015, and the site was formally reduced in extent and renamed to High Newton Hanzard Verges in 2016, however the loss was not reported at that time.

4.37 High Newton Hanzard Verges was reassessed in May 2019 and it was found that development in and around the site has resulted in sufficient degradation of the interest features to warrant de-designation. Accordingly, in June 2019 the site was recommended for deletion to the Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP). The TVLNP will make a recommendation on whether or not the site should be de-designated, if it recommends de-designation this will constitute loss of habitat and will be recorded at that point.

Table 22: Losses or additions to biodiversity habitat as a result of planning permissions 2020/21

		Loss	Addition/Gain	Net Total
<b>Indicator E1,E3</b>	International Sites	0	0	0
	National Sites	0	0	0
	Local wildlife sites (ha)	6.02	0	-6.02
<b>Indicator E2</b>	Quantity of Green Infrastructure (ha)	0*	0*	0*
	Type of Green Infrastructure	unknown	unknown	unknown
<b>Indicator E4</b>	Amount of ancient woodland (ha)	1.05	n/a	-1.05
<b>Indicator E5</b>	Type of priority species	none	none	none
	Amount/number of priority species	0	0	0

Source: Hartlepool Borough Council. *N/B \*although green infrastructure gain cannot be quantified there has been developer contributions secured through some housing planning permissions.*

4.38 The quantity and type of green infrastructure lost or gained is not routinely measured or monitored, therefore no definitive measurement can be provided. When determining planning applications the aim is always to secure improvements and offset any losses. However, funding for green infrastructure is secured through S106 developer contributions from planning applications and this can be routinely measured. This year, for green infrastructure, a total of £24,000.00 has been received and £202,262.00 secured through S106 agreements; for ecological mitigation nothing was received but £71,000 is still available and has been carried over from last year. £18,600.00 was secured for ecological mitigation through signed S106 agreements (Appendix 5 and 6).

4.39 Ancient woodland is considered to be an 'irreplaceable habitat' due to the length of time required for the habitat to develop its intrinsic value. As such creation of this habitat is not generally considered to be feasible. A total of 1.05 ha of ancient woodland has been lost to development approved under application number H/2014/0581. This development was commenced in 2016, however this loss was not reported at that time.

- 4.40 Priority species are those listed as “of principal importance for the purpose of conserving biodiversity” under the provisions of section 41 of the Natural Environment and Rural Communities Act 2006. There are a total of 943 priority species, including algae, fungi, non-vascular and vascular plants, invertebrates, fish, amphibians, reptiles, birds and mammals. It is therefore not possible to understand losses and gains across all priority species as a result of development. Instead assessment focuses on identifying and preventing potential for significant harm, which could include losses to priority species populations. When determining planning applications the aim is always to prevent losses and secure gains.
- 4.41 Obtaining definitive counts of numbers of animals using an area of land, or likely to be affected by a proposed development, is often impractical due to the cost and time involved in undertaking the required survey. Instead survey effort is focused on identifying the most important areas for biodiversity, often concentrating on legally protected species. Absolute counts are rarely obtained unless protected species licencing is required.

Core Output Indicator E6: Amount of municipal waste arising and % recycled

Core Output Indicator E7: Number and capacity of permitted and installed renewable energy developments

Table 23: The amount of household municipal waste arising

Indicator E6	Landfill	Incineration with E.F.W.	Incineration without E.F.W.	Recycled/composted	Other	Total Waste Arising	% Recycled/composted
Tonnes	2020/21	643	26,307	nil	11,625	38,575	30.1
	2019/20	714.01	25,377.37	nil	13,217.08	39,308.46	33.62
	2018/19	172.61	26,952.91	nil	12,921.85	39,765.64	32.5
	2017/18	935.98	25,900.47	nil	12,874.94	39,711.4	33.1
	2016/18	619.3	31,591.08	nil	14,313.85	46,524.06	30.77

Source: Hartlepool Borough Council, 2021.

- 4.42 The total amount of waste arising this year decreased in comparison to the last year. More waste was incinerated compared to last year and the proportion of recycled or composted waste slightly decreased from 33.62% last year to 30.1% this year (Table 23). The Council introduced commingled recycling collections in 2012, which, whilst making recycling easier for residents, had an impact on the quality of material collected. This is being continually addressed by initial sorting (removal of large items of contamination) at the Council’s own waste transfer station before the materials are transferred to the sorting facility.

4.43 Work is underway to increase recycling participation rates and to reduce levels of contamination, including targeted education, promotions in Hartbeat magazine and the local media, a dedicated Hartlepool Borough Council recycling page and an improved waste management section on the council's website. It is anticipated that these measures will in future lead to an increase in the amount of recycled or composted waste.

Table 24: The amount of renewable energy generation by installed capacity and type 2020/21

Core Output Indicator E7	Wind onshore	Solar photovoltaics	Hydro	Biomass						Total
				Landfill gas	Sewage sludge	Municipal (& industrial) solid waste combustion	Co-firing of Biomass with fossil fuel	Animal biomass	Plant biomass	
Applications Permitted & installed capacity in MW	nil	nil	nil	nil	nil	1	nil	nil	nil	nil
Completed installed capacity in MW	nil	nil	nil	nil	nil	nil	nil	nil	nil	nil

Source: Hartlepool Borough Council approved planning permissions

An application (reference H/2019/0275) was approved for energy recovery (energy from waste) facility at Graythorp.

## Rural area development policies assessment

**E8:** Number of approved planning applications in rural areas

**E9:** Types of approved developments in rural areas

Table 25: Developments approved outside Limits to Development 2017-2021

Developments Approved	2017/18	2018/19	2019/20	2020/21
Agricultural buildings	2	0	0	0
New dwellings – no agricultural justification	2	0	0	0
New dwellings associated with agricultural existing developments	0	0	0	0
New dwellings associated with rural business developments	1	0	0	0
Extensions to existing dwellings	0	1	0	0
Temporary residence in connection with rural business	0	0	1	0
Replacement dwellings	0	0	0	0
Residential conversions of rural buildings	0	0	0	0
Business conversions of rural buildings (buildings for business)	1	1	0	0
Extensions of gardens	0	0	0	0
Recreational and leisure uses	0	0	1	1 (Change of use of land within Ashfield Caravan Park to site additional 37 static caravan pitches)
Extensions and other works relating to existing businesses	0	1	1	1 (Erection of a single storey side extension to existing detached laundry/storage building used in association with the holiday cottages and fishing ponds)
New buildings associated with business	0	1	0	0
Telecommunications development	0	0	0	0

Source: Hartlepool Borough Council, 2021

- 4.44 The information provided above relates to planning applications approved for development on land outside the limits to development (urban fence and village envelopes). There are two approved developments this year, one at Ashfield caravan park and the other at Abbey hill cottages (Table 25). They are both justified as they relate to existing rural business and rural policies promote growth and



diversification of the rural economy hence this is positive development in the rural area.

- 4.45 The adopted New Dwellings Outside Developments Limits SPD (2015) continues to assist preserve the open countryside from unwanted, unsustainable and unjustified developments of isolated dwellings. If these go unchecked, they could ideally set precedence to isolated residential developments sprouting in unsustainable locations in the rural area and potentially reduce the compactness of the urban area. The rural development policies continue to be implemented and there is therefore no need or justification for their review.

Historic Environment policies assessment

<b>E10:</b> Number of locally listed buildings and structures
<b>E11:</b> Number of locally listed buildings /structures at risk
<b>E12:</b> Number of conservation area appraisals taken

- 4.46 The National Heritage ‘At Risk Register’ includes a Grade I church in Hartlepool i.e. St Hilda church on the Headland. In addition, two Scheduled Ancient Monuments are considered to be at risk i.e. a Medieval farmstead and irregular open field system at High Burntoft Farm, Elwick; and Low Throston deserted medieval village. Two conservation areas in Hartlepool also appear on the ‘At Risk Register’, these are Headland and Seaton Carew.

Table 26: Numbers of listed buildings at risk 2020/21

	Buildings at risk
Grade I	Church of St Hilda, High Street, Headland
Grade II	Shades, 16 Church Street
	Beacon Tower, East End of North Pier
	Friarage Manor House, Friar Street
	Market Hotel, Lynn Street
	Throston Engine House, Old Cemetery Rd
	Former Odeon Cinema, Raby Road
	Former Wesley Methodist Church, Victoria Road
	Steel Workers Ward Memorial, Westbourne Rd Social Club
	Church of St Mary, Durham Street
Locally listed buildings	22 & 23 Church Street
	Former Yorkshire Bank, 65 Church Street

Source: Hartlepool Borough Council, 2021.

- 4.47 A Derelict Buildings and Sites Working Group has been established for many years. The Working Group seeks to bring back into use and/or improve a priority list of buildings which does include some of the buildings from the list in Table 27. The council has been working with owners to assist in bringing buildings back into use

and/or improving them for safety reasons or so that they do not appear an eyesore on Hartlepool's street scene. Throston engine house has got planning permission for change of use and alterations to provide a dwelling house but building has not yet commenced.

- 4.48 The Former Wesley Methodist Church in Victoria Road got listed building consent and planning permission last year for change of use to upper floors of main building and annex building into 36-bed hotel; change of use of upper ground floor of main building to mixed A3/A4 Use (restaurant and bar); change of use of lower ground floor of main building to form 5no. commercial units (to be in flexible A1 Use (retail), A2 Use (financial and professional services), A3 Use (restaurants and cafes) or A4 Use (drinking establishment). There has been no commencement of works on the site this year.
- 4.49 The Odeon is still on the market and the council is still seeking a development partner to help deliver a scheme for the building. Although every attempt has been made to negotiate with the land owner it is envisaged that the council will acquire the Odeon through a Compulsory Purchase Order at a later date. Maintenance improvements work on the former Wesley Methodist Church is ongoing.
- 4.50 The council hopes that by publishing an annual 'Heritage at Risk' register, vulnerable heritage assets across the borough will be highlighted and this will most likely raise their profile and potentially introduce them to a new audience who may be able to resolve the problems individual heritage assets are suffering from. As part of the document case studies will be provided where buildings are removed from the list to provide examples of heritage assets where successful solutions have been found in order to provide inspiration to other owners in a similar situation.
- 4.51 There was no conservation area appraisal this year.

## D. SUSTAINABLE TRANSPORT AND ACCESS TO THE COUNTRYSIDE

This section analyses policies related to the provision and improvement of the transport network in the Borough. Such a network can offer access to employment opportunities as well as leisure and community facilities, and can have the added benefit of reducing congestion and carbon emissions through reducing car usage. The transport and connectivity policies in the Hartlepool Local Plan have been prepared within the context of the transport challenges and ambitions of the wider Tees Valley sub-region.

Local Plan Spatial Objectives 16, 17: To ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond

### Related Policies

- Working with key partners, stakeholders and other local authorities to deliver an effective, efficient and sustainable transport network, within the overall context of aiming to reduce the need to travel **(INF1)**
- Delivering sustainable transport in Hartlepool by maximising the level of sustainable access to areas of development, particularly through good quality public transport services, safe and attractive well-lit pedestrian and cycle routes and by developing further opportunities for sustainable modes of transport to serve existing communities throughout the Borough **(INF2)**
- Protecting and enhancing the countryside and coastal areas and to make them more accessible for the benefit of the residents and visitors to the borough **(INF2)**

Core Output Indicator **T1**: Number & lengths of roads created, improved to reduce congestion

Core Output Indicator **T2**: Number & lengths of cycleways created, improved or lost

Core Output Indicator **T3**: Number, Types & lengths of public walkways and coastal routes created, diverted improved or lost

### Transport policies assessment: cycleways and roads

- 4.52 The Local Plan makes provision for the continued improvement of roads and development of a comprehensive network of cycle routes linking the main areas of the borough. The programme of cycleway improvements supported under the Tees Valley Combined Authority (TVCA) Local Growth Fund (LGF) 'Sustainable Access to Employment' programme continues to plan the construction of cycleways across the borough in accordance to the Hartlepool Cycling Development Plan which is a constantly evolving document ([www.hartlepool.gov.uk/cycleplan](http://www.hartlepool.gov.uk/cycleplan)).
- 4.53 The Local Plan makes provision for the continued improvement of roads and development of a comprehensive network of cycle routes linking the main areas of

the borough. The programme of cycleway improvements supported under the Tees Valley Combined Authority (TVCA) Local Growth Fund (LGF) 'Sustainable Access to Employment' programme concluded in 2021. The programme saw 7 major projects completed linked to the Hartlepool Cycling Development Plan which is a constantly evolving document ([www.hartlepool.gov.uk/cycleplan](http://www.hartlepool.gov.uk/cycleplan)).

4.54 Following the successful LGF programme the Council is currently working with TVCA on the Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP). This is a Tees Valley wide plan which includes Hartlepool. Key projects will be the development of cycling corridors. For Hartlepool the corridor being explored is the A689 from the Borough border to the Town Centre. At the present time the town centre section from Burn Road to Victoria Road is being looked at in detail. Funding is being sought from a number of sources.

4.55 Table 27 shows that this year a total length of 1.18km of cycleway was improved and 0.3km of new cycleways were created. None were diverted or extinguished.

Table 27: Roads and cycleways 2020/21

			Created/New	Diverted	Extinguished	Improved
2020/21	Cycleways	Name	A689 Cycleway/Walkway (east side) from Brenda Road roundabout to Windermere Road	none	none	A689 Cycleway/Walkway (west side) from Brenda Road roundabout to Burn Road roundabout
		Length (m)	300	none	none	1,180
	Roads	none	none	none	none	none
2019/2020	Cycleways	Name	none	none	none	1) A689 to Brenda Road cycleway/walkway upgrade 2) Bishop Cuthbert Access Improvements
		Length (m)	none	none	none	1) 1020 2) 2950
	Roads	none	none	none	none	none
2018/2019	Cycleways	Name	Brenda Road cycle lanes			NCN14 upgrade North Burn to Cowpen Bewley
		Length (m)	6 900			670
	Roads	Length (m)	475 (Queens Meadow) 50 (Oakesway)			285
			none	none	none	none

Source: Hartlepool Borough Council, 2021

Transport policies assessment: walkways and coastal paths

4.56 The council will continue to improve access to the countryside and furniture within the countryside so that a more inclusive network will be available to a broader user base. This entails creation of new footpaths and improvement works to the network of existing footpaths. The enacted Marine and Coastal Access Path Act 2009 placed a duty for a coastal path to be created along the whole of the English coastline. The first section of the England Coastal Path is in place between the North Gare car park at Seaton Carew and Sunderland. The Council continues to support initiatives to extend the England Coastal Path southwards from its current terminus at North Gare car park. Table 28 shows developments in relation to Indicator T3.

Table 28: Walkways and coastal paths 2020/21

Core Output Indicator T3						
	Type of Walkway	Created (km)	Diverted (km)	Extinguished (km)	Improved (km)	Locations of paths changed throughout the year
2020/21	Public Rights of Way	0.4	0.75	0	0.4	Public Footpath No.23Greatham Public Footpath No.31Hartlepool Public Footpath No.11Seaton Public Footpath No.3Dalton Piercy
	Permissive Paths	0	0	0	0	
	England Coast Paths	0	0	0	0.65	Greatham Creek, Brenda Road and Graythorp Industrial Estate
2019/20	Public Rights of Way	0	0	0	0	
	Permissive Paths	0	0	0	0.75	Springwell Community Woodland, Clavering
	England Coast Paths	5.17	0	0	0.3	Tees Road/A178 – Graythorp Industrial Estate, Conoco Phillips, Greatham Creek
2018/19	Public Rights of Way	0	0	0	0.97	Public Footpath No.5, Golden Flatts, Seaton Parish Public Byway No.14, Greatham Parish Public Byway No.4, Newton Bewley Parish Public Byway No.30, Billingham Parish
	Permissive Paths	0	0	0	1.31	Springwell Community Woodland, Clavering North Gare Car Park approach road Tees Road/A178 – Graythorp Industrial Estate, Conoco Phillips, Greatham Creek
	England Coast Paths	0.57	0	0	0	

Source: Hartlepool Borough Council, 2021

4.57 Table 29 shows that 0.65 km of coastal path was improved and also 0.4km of public rights of way. A public right of way was also created during the year; 0.4km long and another diverted; 0.75km long. No walkways or coastal paths have been extinguished for the past four years and this indicates that policy INF2 is being implemented hence there is no need for policy review. The borough council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.

## 5. CONCLUSION and RECOMMENDATIONS

This report covers the first phase of the Local plan housing delivery which sets a baseline delivery target of 350 dwellings/annum. A net total of 161 new build homes were delivered this year, mainly from Wynyard and Marine Point and various smaller sites. There were no demolitions of permanent dwellings this year. The delivery is below the baseline delivery target and also below the Objectively Assessed Need (OAN) of 287 dwellings/annum. Due to the below target housing delivery, the cumulative shortfall has increased to 348 dwellings during the year. House building slowed down during the year due to the COVID pandemic. However, the COVID restrictions have since been lifted and developments have resumed with more housing development applications approved. It is therefore anticipated that the building rate will increase throughout the year and there will be more completions next year. Whilst only 26 affordable units were delivered this year which was below target it is hoped that the next financial year will see a high delivery rate with sites such as the Brierton School site, Station Road in Greatham, intermediate dwellings on a number of sites as well as delivery on Council lead schemes.

It is therefore expected that housing delivery will increase next year and the coming years to address the shortfall and also to meet the set annual delivery targets. Therefore, there is currently no need to revise the delivery targets or any of the housing policies.

This year there is a total gross of 2,433m<sup>2</sup> additional employment floor space from a building at Unit 1C Rivergreen at Queens Meadow industrial area. There has been no employment land uptake from allocated industrial areas for employment use. However, there has been a loss of approximately 2ha employment land at the prestige employment site at Wynyard Park (policy EMP1) This loss brings down the available employment land to 195.2ha of available employment land Boroughwide. Although the loss of available employment land to housing at Wynyard Park indicates diversion from policy EMP1, it cannot be concluded that there is policy failure. To date there have been no approaches from businesses wishing to develop on the Prestige Employment Site at Wynyard and as such it is not considered the loss would at this stage warrant policy failure as there is still over 30ha of available employment land at Wynyard should interest arise. There is therefore no need to review employment policies at present.

This year there have been no losses or gains in the total area of habitat in international or national designated sites. However, a loss of 6.02 ha of land within Local Wildlife Sites (LWS) is reported. This loss is comprised of 3.61 ha from Close Woods Complex LWS and 2.41 ha from High Newton Hanzard Meadow LWS. The loss from Close Woods Complex occurred due to development approved under application number H/2014/0581. This development was commenced in 2016, however this loss was not reported at that time. There is ecological concern about loss of wildlife habitat with no compensation or replacement measures put in place. It is highly recommended that housing applications are more closely monitored to

avoid future losses of wildlife habitat as this is detrimental to the natural environment and biodiversity gain.

The total amount of waste arising this year decreased in comparison to the last year. More waste was incinerated compared to last year and the proportion of recycled or composted waste slightly decreased from 33.62% last year to 30.1% this year (Table 23). There were no permitted unjustified residential developments in the countryside outside limits to development hence the rural development policies continue to be implemented. There were no new roads created this year. A total length of 1.18km of cycleway was improved and 0.3km of new cycleways were created. None were diverted or extinguished. A coastal path was improved (0.65 km) and also 0.4km of public rights of way. A public right of way was also created during the year; 0.4km long and another diverted; 0.75km long. No walkways or coastal paths have been extinguished for the past four years and this indicates that policy INF2 is being implemented hence there is no need for policy review. The borough council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.

Overall as illustrated by the assessment of the local plan policies, all policies are performing accordingly, however, wildlife policies have been flagged up for closer scrutiny and monitoring since there has been an unreported loss of wildlife habitat as a result of a housing development at Wynyard Park. Through continued monitoring, policies will be reviewed annually throughout the local plan period to ensure they are being implemented and that targets are also being met as planned.



## **Appendix 1: Adopted Local Plan Policies**

<b>Theme</b>	<b>Policy</b>	<b>Policy Code</b>
The Locational Strategy	Locational Strategy	LS1
Minimising and Adapting to Climate Change	Minimising and adapting to Climate Change Reducing and Mitigating Flood Risk Renewable and Low Carbon Energy Generation Strategic Wind Turbine Developments Large Scale Solar Photovoltaic Developments	CC1 CC2 CC3 CC4 CC5
Infrastructure	Sustainable Transport Network Improving Connectivity in Hartlepool University Hospital of Hartlepool Community Facilities Telecommunications	INF1 INF2 INF3 INF4 INF5
Quality of Place	Planning Obligations Compulsory Purchase Orders Location, Accessibility, Highway Safety and Parking Layout and Design of Development Safety and Security Technical Matters Energy Efficiency Advertisements	QP1 QP2 QP3 QP4 QP5 QP6 QP7 QP8
Housing	New Housing Provision Ensuring a Sufficient Supply of Housing Land Overall Housing Mix Urban Local Plan Sites The South West Extension Strategic Housing Site High Tunstall Strategic Housing Site Quarry Farm Housing Site Wynyard Housing Developments Elwick Village Housing Development Hart Village Housing Developments Affordable Housing Housing Market Renewal Extensions to Existing Dwellings Residential annexes Gypsy and Traveller Provision	HSG1 HSG1a HSG2 HSG3 HSG4 HSG5 HSG5a HSG6 HSG7 HSG8 HSG9 HSG10 HSG11 HSG12 HSG13
Strengthening the Local Economy	Prestige Employment Site Wynyard Business Park Queen's Meadow Business Park General Employment Land Specialist Industries Safeguarded land for new Nuclear Power Station Underground Storage	EMP1 EMP2 EMP3 EMP4 EMP5 EMP6
Protecting, Managing and Enhancing the Rural Area	Development in the Rural Area New Dwellings Outside of Development Limits Farm Diversification Equestrian Development Rural Tourism Rural Services	RUR1 RUR2 RUR3 RUR4 RUR5 RUR6

Retail and Commercial Development	Retail and Commercial centre Hierarchy The Town Centre Innovation and Skills Quarter Avenue Road / Raby Road Edge of Town Centre Area The Brewery and Stranton Edge of Town Centre Area East of Stranton Edge of Town Centre Area Lynn Street Edge of Town Centre Area Mill House Edge of Town Centre Area Park Road West Edge of Town Centre Area West Victoria Road Edge of Town Centre Area York Road South Edge of Town Centre Area The Marina Retail and Leisure Park West of Marina Way Retail and Leisure Park Trincomalee Wharf Retail and Leisure Park Tees Bay Retail and Leisure Park The Local Centres Late Night Uses Area Hot Food Takeaway Policy Main Town Centre Uses on Employment Land Business Uses in the Home Commercial Uses in Residential Areas	RC1 RC2 RC3 RC4 RC5 RC6 RC7 RC8 RC9 RC10 RC11 RC12 RC13 RC14 RC15 RC16 RC17 RC18 RC19 RC20 RC21
Leisure & Tourism Development	Leisure and Tourism Tourism Development in the Marina Development of Seaton Carew Tourism Accommodation Caravan Sites and Touring Caravan Sites Business Tourism, Events and Conferencing	LT1 LT2 LT3 LT4 LT5 LT6
Historic Environment	Heritage Assets Archaeology Conservation Areas Listed Buildings and Structures Locally Listed Buildings and Structures Historic Shopping Parades Heritage at Risk	HE1 HE2 HE3 HE4 HE5 HE6 HE7
Natural Environment and Green Networks	Natural Environment Green Infrastructure Green Wedges Ecological Networks Playing Fields Protection of Incidental Open Space : Landscaping along main transport corridors	NE1 NE2 NE3 NE4 NE5 NE6 NE7

## **Appendix 2: Neighbourhood Development Orders and Neighbourhood Development Plans**

### **Hartlepool Rural Plan**

The Hartlepool Rural Plan was adopted in December 2018 and now forms part of the Development Plan for Hartlepool. It can be accessed at the council website using the following link:

[https://www.hartlepool.gov.uk/downloads/download/589/03\\_hartlepool\\_rural\\_neighbourhood\\_plan](https://www.hartlepool.gov.uk/downloads/download/589/03_hartlepool_rural_neighbourhood_plan)

### **The Headland Neighbourhood Plan**

The Headland Neighbourhood Planning Group secured a grant through the Supporting Communities in Neighbourhood Planning Programme to assist them with delivering events and to raise awareness about Neighbourhood Planning but also to commission some consultancy support to develop their Neighbourhood Planning policies. A first draft of the plan has been prepared and the group has reviewed it. This process involved consultation with the local community on current issues and priorities to bring the document up-to-date. The group was successful in obtaining a grant via Locality to undertake the consultation and to commission the Council to produce a proposals map. The draft plan has been reviewed by the Planning Policy Team to ensure conformity with the NPPF and the adopted Local Plan. Progress on the draft plan can be viewed on the council website using the following link:

[https://www.hartlepool.gov.uk/downloads/download/106/04\\_headland\\_neighbourhood\\_plan](https://www.hartlepool.gov.uk/downloads/download/106/04_headland_neighbourhood_plan)

### **Wynyard Neighbourhood Plan**

The Wynyard Neighbourhood Plan Working Group, a sub-committee of the Wynyard Residents Association accessed funding from the Supporting Communities in Neighbourhood Planning Programme to support the initial stages of plan development. The group commissioned the services of a consultant to assist with the preparation of a first draft of the plan. They also secured the support of consultants Aecom (via Locality) to prepare a masterplan for the Wynyard Neighbourhood Plan area. The policies of the plan have been drafted and the group has undertaken a consultation exercise with residents in the plan area prior to completing the first draft of the plan. To-date, consultation in relation to the early stages of plan development has included a household survey conducted within the Neighbourhood Plan boundary and through a number of local community events and workshops. The Wynyard masterplan was adopted in October 2019. Current progress on the plan can be viewed on the council website using the following link:

[https://www.hartlepool.gov.uk/downloads/download/107/05\\_wynyard\\_neighbourhood\\_plan](https://www.hartlepool.gov.uk/downloads/download/107/05_wynyard_neighbourhood_plan)

### **Appendix 3: Duty to Cooperate**

This section reflects the requirements of section 33A of the Planning and Compulsory Purchase Act 2004<sup>8</sup> (Duty to co-operate in relation to planning of sustainable development) in relation to the time period covered by this report.

The Duty to co-operate requires:

- councils and public bodies to ‘engage constructively, actively and on an ongoing basis’ to develop strategic policy
- councils to have regard to the activities of the other bodies; and
- councils to consider joint approaches to plan making.

The bodies that the council must cooperate with are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012, part 2, duty to cooperate, (4) (1).

#### **Co-operation with Strategic Partners in Hartlepool**

The Council works closely with numerous partners across Hartlepool to develop strategic policies that help improve the lives of residents. Statutory boards include the Health and Wellbeing Board where political, clinical, professional and community leaders from across the care and health system come together to improve the health and wellbeing of the local population and reduce health inequalities. The Board has been in place since 2013 and meet on a regular basis to ensure Hartlepool-wide coordination with regards to the health and wellbeing of the Borough.

The second statutory board is the Safer Hartlepool Partnership which is working hard to keep Hartlepool a safe place for people who live, work and socialise in the Borough. The Partnership works alongside a number of key organisations including the police and fire brigade to reduce crime and the fear of crime.

The Council also supports and leads on the Hartlepool Economic Regeneration and Tourism Forum which encourages local businesses and stakeholders to come together and share ideas and successes to help increase prosperity across Hartlepool.

The Council also aims to work in partnership with many key stakeholders across the Borough whenever we are developing new policies and strategies with ongoing dialogue and consultation where necessary to ensure all views and concerns are taken into account throughout the development process.

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<sup>8</sup> PACA as updated by section 110 of the 2011 Localism Act

## Other Local Authorities and Sub Regional Organisations

Hartlepool has many established avenues for co-operation on cross border and strategic planning issues. There are long established forums that meet regularly at Tees Valley level. Hartlepool will engage at all stages of the local plan production with these local authorities and particularly with Stockton-on-Tees Borough Council and Durham County Council with whom the borough shares administrative boundaries.

Hartlepool participates in the Tees Valley Development Plan Officers (DPOs) Group meetings. These meetings involve planning policy lead officers from all five Tees Valley Authorities are held every six weeks and discuss strategic planning issues such as housing, transport, waste, biodiversity, and the natural and historic environment.

Development Plan Documents that have been completed at a joint Tees Valley level include The Tees Valley Joint Minerals and Waste Development Plan Documents and the Tees Valley Green Infrastructure SPD. Joint evidence base documents have been produced at this level including the Strategic Housing Market Assessment and the Gypsy and Travellers Accommodation Needs Assessment.

At every other DPO meeting planning officers from authorities that have borders with the Tees Valley are invited to discuss cross border issues. These are:

- Richmondshire District Council
- Durham County Council
- North Yorkshire County Council
- Scarborough Borough Council
- North York Moors National Park Authority

Representatives from organisations such as the Tees Valley Combined Authority, Highways England and the Clinical Commissioning Group are also invited to meetings as necessary.

At a more senior level cross border and strategic planning issues are considered at Tees Valley Planning Managers meeting that take place every two months and Tees Valley Management Group meetings that take place monthly.

As well as the issues covered by the regular Tees Valley meetings there will be more detailed cross boundary meetings between Hartlepool Borough Council and Stockton-on-Tees Borough Council during plan preparation to discuss key issues such as development, housing and employment sites at Wynyard and transport issues relating to the A689 trunk road and the A689/A19 junctions. In early 2019 Hartlepool and Stockton Council's began work on a Masterplan for the Wynyard area which was a requirement of both authorities recently adopted Local Plan.

Hartlepool Borough Council is fully committed to other organisations such as the Combined Authority. The Combined Authority is responsible for delivering growth and economic equity across the Tees Valley. Hartlepool Borough Council is represented on the board of the Combined Authority.

A major recent example of co-operation and collaboration was the establishment of the Tees Valley Enterprise Zones, three sites of which were within Hartlepool. The Enterprise Zones were supported by simplified planning process through Local Development Orders that were adopted in April 2012 and since refreshed in 2015. Two of the LDO's (Queens Meadow and Oakesway) expired at the end of March 2018 with the Port LDO being re-adopted in March 2019 and will be in place until at least the end of March 2020 when the Enterprise Zone status currently is in place until.

### Parish Councils

Parish Councils within and adjacent to the borough will be invited by e-mail or letter to comment on Planning Policy documents. Officers will attend Parish Council meetings to address queries regarding the proposals.

### Preparation of the 2018 Local Plan

The Inspectors final report was received on the 13<sup>th</sup> April 2018 and the Local Plan was adopted by full Council on the 22<sup>nd</sup> May 2018.

During preparation of the Local Plan, a series of meetings were held with Stockton Borough Council to discuss key cross border issues that arose regarding housing, employment and transport at Wynyard. A statement of common ground was established and this was referred to during the examination stage of the Local Plan. Officers will continue to hold cross border meetings and targeted sessions with many stakeholders of a strategic nature during the implementation of the Local Plan should strategic issues arise.

### Co-operation Relating to the Evidence Base

Hartlepool Borough Council commissioned various reports from consultants as well as produced its own work which fed into the evidence base for the 2018 Local Plan. A number of these evidence studies have been carried out jointly or in liaison with the other Tees Valley Local Authorities where the issue was strategic and crossed the administrative boundary. All Tees Valley Local Authorities were consulted in the production of all our evidence base work.

Summary of co-operation in relation to the Local Plan

<b>Organisation</b>	<b>Nature of Co-operation</b>
<b>Environment Agency</b>	Formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were partners in the development of key evidence base documents including the SHLAA, Water Cycle Study, SFRA Level 1 and Level 2, the SFRA update and the Strategic Sequential Test and the Local Infrastructure Plan.
<b>English Heritage</b>	Were formally consulted at the Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were consulted on key evidence base documents including the SHLAA and the Strategy for the Historic Environment.
<b>Natural England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were consulted in the production of many of the evidence base documents including the SHLAA, SFRA Level 1 and 2, Tees Valley Green Infrastructure Plan. Key partner in the development of the English Coastal Path.
<b>Civil Aviation Authority</b>	Were formally consulted at Issues and Options, Preferred Options and Publication stages of the plan production.
<b>Homes and Communities Agency (and more latterly Homes England)</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage.
<b>Highways England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Regular meetings have been held with regional representatives of the HA. Highways England has been instrumental in the production of many of the evidence base documents including the Local Infrastructure Plan, the SHLAA etc. Key partner in the management of development at Wynyard. Involved in the preparation and a signatory in a number of Statements of Common Ground.
<b>North Tees &amp; Hartlepool Primary Care Trust</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents.
<b>The Office of Rail Regulation</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Marine Management Organisation</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Tees Valley LEP (and the Combined Authority)</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Tees Valley Local Authorities</b>	Continuous Informal Engagement and statutory consultations. Formal and informal Engagement at DPO, Planning Managers and Directors of Place Meetings. Engagement at Tees Valley Infrastructure Group. Production of joint evidence base documents. Cross border liaison meeting held with Stock-on Tees Borough Council On-going co-operation with Stockton-on-Tees Borough Council regarding the management of development at Wynyard.

<b>Durham County Council</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage A cross border liaison meeting was held with Durham County Council on 12th April, 2016.
<b>Parish Councils</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Cleveland Police</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>The Coal Authority</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>National Grid</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Northern Gas Networks</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Anglian Water</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Sport England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.



#### **Appendix 4: Community Infrastructure Levy (CIL)**

The main reason for introducing a CIL is that it would provide a means of securing developer contributions from all qualifying developments to ensure funds are available to cover the cost of new infrastructure required to enable development and to help give clarity to developers on what they will be required to contribute as part of a development. However paying the compulsory CIL levy would be subject to viability of the development and will be charged on a scale of rates.

Whilst the Council will keep the situation under review, the present stance is that CIL will not be implemented within the Borough. The Local Authority, as part of the adoption of the Planning Obligations SPD (November 2015), undertook an assessment of viability on different size development types across the Borough, using evidence from viability assessments which have taken place over the past couple of years. The assessments built in the requested developer contributions and looked at varying levels of affordable housing in order to ascertain a deliverable affordable housing target for the SPD and emerging Local Plan.

The assessments illustrated that the affordable housing need of 44% left developments unviable. A range of scenarios were looked at which identified that a target for affordable housing of 18% should be set.

In undertaking the work and in assessing viability of developments over the past couple of years, it has become apparent that there is very little viability on Brownfield sites within the urban area and to apply CIL to those would render them unviable and therefore prohibit development in the Borough. Even on Greenfield sites both within and on the edge of the urban area viability has had to be considered, and has differed, on a site by site basis. As such it is not considered that the adoption of CIL in the current market conditions would be viable and would likely constrain future housing growth within the Borough due to concerns over viability of developments.

This position was highlighted at the Local Plan Examination and it was confirmed to the Planning Inspector that CIL would not be taken forward as part of the Local Plan and that s106 agreements would continue to be used to secure planning obligations where viable. A Deliverability Risk Assessment was produced to support the Local Plan and illustrate the deliverability of certain types of development when contributions were factored in. This was agreed by developers at the examination.

## Appendix 5: Developer Contributions S106 received funds 2020/21

Type of contribution	Amount of money in £000s (thousands)				
	*Opening balance as at 1st April 2020/2020	Amounts received in 2020/21	Subtotal revised balance	Amount spent	Forecast balance remaining as at 31st March 2021
****Affordable Housing	392	964	1356	1356	0
Cycleways	40	0	40	0	40
*****Bus Stop	15	0	-15	0	0
Green Infrastructure	175	24	199	12	187
Maintenance	35	0	35	0	35
Play	125	8	133	7	126
**Off-site recreational	60	0	60	0	60
Public Art	5	0	5	0	5
Security Monitoring	0	0	0	0	0
Sports	118	27	145	0	145
****Ecological mitigation	71	0	71	0	71
Traffic calming	15	0	15	0	15
Education	368	247	615	0	615
Coastal	0	8	8	0	8
***Restoration - security bond	100	0	100	0	100
<b>Total £000s</b>	<b>1519</b>	<b>1278</b>	<b>2782</b>	<b>1375</b>	<b>1407</b>

Source Hartlepool Borough Council, 2021

\*Balances relate to amounts received and earmarked for purposes specified in developer agreements, but not yet transferred to a budget/scheme. However further expenditure is in the process of being planned and committed.

\*\* To be used in vicinity of the Britmag site including but not limited to Central Park.

\*\*\* Held as security in case of any remedial action required during the operational life of the Wind Turbine.

\*\*\*\* All affordable housing contributions are earmarked for additional HRA houses.

\*\*\*\*\* This includes £27k for 'Dog Control orders' however if the measures are not needed then the funds are repayable.

\*\*\*\*\* £15k Accrual re Bus Stop expired - Return funds

## Appendix 6: Developer Contributions S106 signed agreements 2020/21

Application Reference	Date of Agreement	Type of contribution and amount £s										
		Play	Green Infrastructure	Built Sport	Education Primary	Highways	Affordable Housing	Play Pitches	Bowling Greens	Tennis Courts	Community Facilities	Ecology
H/2020/0165 Hillcarter Hotel, Church Street	03/03/2021		10,000.00									
H/2020/0219 7 (PLOT C) Musgrave Garden Lane	09/02/2021						9,641.00					
H/2020/0292 9 (PLOT A) Musgrave Garden Lane	09/02/2021						9,641.00					
H/2020/0293 PLOT B 8 Musgrave Garden Lane	09/02/2021						9,641.00					
H/2019/0473 Land at Wynyard Park	03/02/2021		184,512.00		559,003.20	365,241.80						18,600.00
H/2015/0354 Land at Hart Reservoir, Hart	23/12/2020				153,780.00						13,000.00	
H/2019/0348 Land at Newholm Court and Lealholm Road	07/05/2020	7,750.0	7,750.0	7,750.0				7,231.99	154.07	1,767.62		
<b>TOTAL £ secured</b>		<b>7,750.00</b>	<b>202,262.00</b>	<b>7,750.00</b>	<b>712,783.20</b>	<b>365,241.80</b>	<b>28,923.00</b>	<b>7,231.99</b>	<b>154.07</b>	<b>1,767.62</b>	<b>13,000.00</b>	<b>18,600.00</b>

*Source Hartlepool Borough Council, 2021.*

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