

NEIGHBOURHOOD SERVICES COMMITTEE

AGENDA



Friday 19 March 2021

at 2.00pm

**in the Council Chamber,
Civic Centre, Hartlepool**

PLEASE NOTE: this will be a 'remote meeting', a web-link to the public stream will be available on the Hartlepool Borough Council website at least 24 hours before the meeting.

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors S Akers-Belcher, Cassidy, Howson, James, Little, Prince and Tennant.

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To receive the Minutes and Decision Record of the meeting held on 1 December 2020 (*previously circulated and published – attached for information*)
- 3.2 To receive the Minutes and Decision Record of the meeting of the Emergency Planning Joint Committee held on 2 March 2021 – attached for information

4. BUDGET AND POLICY FRAMEWORK

No items.

5. KEY DECISIONS

- 5.1 Local Transport Plan Programme – *Assistant Director (Place Management)*
- 5.2 Public Spaces Protection Orders (PSPO's) – *Assistant Director (Regulatory Services)*



5.3 Discount Market Sales Housing Policy – *Assistant Director (Place Management)*

5.4 Five Year Highway Maintenance Programme – *Assistant Director (Place Management)*

6. OTHER ITEMS REQUIRING DECISION

6.1 Authorities Monitoring Report 2019/20 – *Assistant Director (Place Management)*

7. ITEMS FOR INFORMATION

No items

8. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT

FOR INFORMATION

Date of next meeting – to be confirmed



NEIGHBOURHOOD SERVICES COMMITTEE

MINUTES AND DECISION RECORD

1 December 2020

The meeting commenced at 10.00 am and was an online remote meeting in compliance with the Council Procedure Rules Relating to the holding of Remote Meetings and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present:

Councillor: John Tennant (In the Chair)

Councillors: Tom Cassidy, Helen Howson, Marjorie James, Sue Little and Amy Prince

Also Present:

In accordance with Council Procedure Rule 4.2 Councillor Christopher Akers-Belcher was in attendance as substitute for Councillor Stephen Akers-Belcher

Councillors Tony Richardson and Leisa Smith

Officers: Tony Hanson, Director of Neighbourhoods and Regulatory Services
Sylvia Pinkney, Assistant Director (Regulatory Services)
Kieran Bostock, Assistant Director (Place Management)
Denise Wimpenny, Principal Democratic Services Officer

12. Apologies for Absence

Apologies for absence were submitted on behalf of Councillor Stephen Akers-Belcher.

13. Declarations of Interest

None

14. Minutes of the meeting held on 16 October 2020

Received.

15. Public Space Protection Orders (PSPO's) *(Assistant Director, Regulatory Services)*

Type of decision

Key Decision test (ii) – General Exception applies

Purpose of report

To seek the views of the Committee in relation to the potential adoption of additional Public Space Protection Orders (PSPO's) in Hartlepool.

Issue(s) for consideration

Members were referred to the background information as set out in the report in terms of the purpose and legislation regarding Public Space Protection Orders (PSPO's). Certain conditions must be met before a PSPO can be introduced, details of which were provided.

PSPO's could be used to control activities such as the consumption of alcohol in public spaces or to prohibit begging. The Committee was advised of the enforcement considerations in terms of resources. It was proposed that consultation be undertaken in relation to the adoption of PSPO's in parks and other identified public areas for certain activities which caused annoyance nuisance or damage, camping and motorhomes, fishing in certain locations, unauthorised use of motorised vehicles, the consumption of alcohol at Seaton Carew Promenade, including grassed areas as well as identified parks and other open spaces.

In the lengthy discussion that followed the Assistant Director, Regulatory Services responded to queries raised arising from the report which included clarification in relation to enforcement arrangements. In response to comments raised as to why the Headland, Stranton Cemetery and the war memorials had not been included, clarification was provided in terms of the background to the identification process which was based upon supporting evidence and it was highlighted that the consultation would provide an opportunity to identify appropriate areas.

Examples of anti-social behaviour arising from alcohol consumption at Rift House Recreation Ground which had been previously reported were shared with the Committee. A Member requested that evidence in support of the proposals be provided. Concerns were raised in relation to ongoing complaints regarding dog fouling and litter problems and the benefits of

allocating enforcement resources to tackle issues of this type were outlined. Seaton Ward Members spoke in support of PSPO's at Seaton Promenade and parks and reiterated concerns expressed at an earlier meeting in relation to the impact of excessive consumption of alcohol during lockdown on the promenade at Seaton Carew and examples of anti-social behaviour arising as a result.

The Chair announced that the following recommendations had been agreed without dissent.

Decision

- (i) The Committee approved the commencement of a consultation exercise in respect of the following and that the matter be returned to this Committee when the consultation had been concluded:-

A '*Parks PSPO*' that would apply to the town's parks and other identified public areas and would prohibit: -

- a) Riding skateboards, scooters and bicycles where it causes annoyance, nuisance or damage
- b) Camping and motorhomes
- c) Fishing (the prohibition would relate only to certain locations or certain times)
- d) Unauthorised use of motorised vehicles (except for mobility scooters) – this would be limited to certain locations

A '*Drinking Alcohol in Public*' PSPO would prohibit the consumption of alcohol in public, at all times, in the following areas: -

- a) Seaton Carew promenade (including grassed areas)
- b) Identified parks and other open spaces

- (ii) That the comments/views of Members, as outlined above, be noted and actioned as appropriate.
- (iii) That supporting background information in relation to the proposals be provided following the meeting.

Prior to consideration of the following item of business the Chair noted the Committee's request to raise queries in relation to the closed appendices on the Vehicle and Equipment Approvals report and therefore announced that this item would be moved to the end of the agenda.

At this point in the meeting the Chair advised that Councillor Christopher Akers-Belcher's had experienced technical issues and lost connection during the decision element of the previous item of business (Minute 15) and wished to record his dissent to the decision. Upon re-joining the

meeting Cllr C Akers-Belcher requested that his vote against the decisions be recorded.

16. Fly Tipping Update *(Assistant Director, Regulatory Services)*

Type of decision

Non-key

Purpose of report

To inform Committee of the issues surrounding fly tipping in Hartlepool following requests from Members to understand more about this particular problem and to consider the referral from Full Council on the 17th September 2020 for this Committee to consider the introduction of a free annual bulky waste scheme for each ward.

Issue(s) for consideration

The report included background information to the referral from Council that fly tipping and the introduction of an annual ward bulky waste scheme be referred to this Committee for consideration. The problems associated with fly tipping were provided as well as details of the powers available to address these issues. Details of the number of fly tipping reports received in 2020 as a comparator with previous years were set out in the report including tonnage figures, fly tipping locations and general categories, how incidents were reported, the process following a report, enforcement powers, resources allocated, the role of enforcement officers as well as details of the number of fixed penalties issued and prosecutions.

Work had commenced on removing access to common problem sites and a working group had been established to look at what more could be done to prevent fly tipping and to identify and enforce against those found to be responsible. The various options available to tackle fly tipping were set out in the report and could include enforcement, publicity or the provision of a wider bulky waste service. At present it was not proposed to implement free skip hire based on the complexities of introducing such a scheme and there was currently no budget identified to cover this cost. It was therefore proposed that further work be undertaken and presented back to Members as part of an update report in 12 months time.

A lengthy discussion ensued during which a number of views/suggestions were made which included the need to effectively publicise the reduced £10 collection charges for bulky waste for low income families, issue reminders to residents on the importance of reporting fly tipping, introduce a requirement to display stickers or introduce a scheme similar to the principle applied to taxis where the necessary licence was displayed on the

front and rear number plates of vehicles, introduce free bulky waste collections in each ward via a partnership approach. Officers responded to suggestions raised and issues arising from the report. Reference was made to the success of a previous bulky waste scheme that had been introduced and the options available in terms of how a bulky waste scheme could be funded in future.

It was moved and seconded that consideration of an annual free bulky waste pilot scheme (1 per ward) be referred to the Finance and Policy Committee for consideration at their meeting on 18 January 2021 as part of the 2021/22 budget considerations.

A recorded vote was taken in accordance with Rule 8 of the Council's Procedure Rules relating to the holding of remote meetings:-

Those in favour:-

Cllrs C Akers-Belcher, Cassidy, Howson, James, Little, Prince and Tennant.

Those against

None

Those abstaining

None

It was confirmed that this was a unanimous decision.

Decision

- (i) The Committee noted the contents of the report and the request of Full Council to consider the introduction of an annual ward bulky waste scheme.
- (ii) That consideration of an annual ward bulky waste pilot scheme (1 per ward) be referred to the Finance and Policy Committee for consideration at its meeting on 18 January 2021 as part of the 2021/22 budget considerations.
- (iii) That the comments of Members be noted and actioned as appropriate.

17. Mainstream Secondary Home to School Transport and Passenger Assistants *(Assistant Director, Place Management)*

Type of decision

For information

Purpose of report

To provide members with an overview of the existing Passenger Assistant arrangements in response to a request from Personnel Sub Committee.

To outline current behaviour protocols and assess the need for providing Passenger Assistants on board mainstream home to school transport.

Issue(s) for consideration

The Assistant Director presented the report which provided background information to the request of the Personnel Sub Committee to consider if there was a necessity for the provision of Passenger Assistants on mainstream home to school transport bus services. Members were advised that there had been 84 incidents reported in the previous three years, a breakdown of which was included in the report. Most of the incidents were not serious and isolated incidents. Based on the statistics included in the report it was considered there was currently no requirement for Passenger Assistants to be placed on all secondary school mainstream home to school transport routes.

The Assistant Director provided clarification in response to queries raised in terms of statutory duties placed upon local authorities to provide home to school transport for 11 to 16 year olds and the statutory guidance in relation to how distances from home to school were measured. Given the misinterpretations in this regard and clarification that distances were measured based on the safest walking route, it was agreed that information be circulated following the meeting to clarify the arrangements.

Decision

- (i) The Committee noted the request of the Personnel Sub Committee to receive this report,
- (ii) The Committee noted the existing behaviour management procedures and the statistics provided in this report.
- (iii) That information be provided following the meeting in relation to the statutory guidance relating to how distances from home to school were measured.

18. Civil Enforcement Update *(Assistant Director, Regulatory Services)*

Type of decision

For information

Purpose of report

To provide an update on civil enforcement provision in Hartlepool as requested by this Committee at their meeting held on 13th March 2020.

Issue(s) for consideration

The Assistant Director, Regulatory Services reported that the Civil Enforcement Team was made up of a Team Leader, two Supervisors and eight Civil Enforcement Officers. However, since May 2020 there had been several staffing issues which had resulted in the team operating with only six enforcement officers and for two months only five.

The report included details of the duties of the Civil Enforcement Officers, the team's enforcement activities this year as a comparator against previous years and the impact of Covid 19 on certain areas. Funding had been provided by Thirteen Group to allow for the temporary employment of two additional Civil Enforcement Officers for 18 months and it was hoped they would be in post before Christmas.

Emphasis was placed upon the need for greater enforcement in relation to litter and dog fouling which was the primary issue for the public and, given the recent announcement from the Combined Authority in relation to free town centre parking from January, it was moved and seconded that dedicated staffing resources should be redirected to concentrate on litter and dog fouling issues. The Director of Neighbourhoods and Regulatory Services outlined the challenges around this problem in terms of identifying the culprits, limited staffing resources and the reliance on public intelligence to tackle such issues. Following further debate and concerns raised regarding dog fouling around schools, parks and open spaces, a Member requested that the motion should include consideration of additional publicity requirements.

A recorded vote was taken on the motion moved and seconded earlier in the debate in accordance with Rule 8 of the Council's Procedure Rules relating to the holding of remote meetings:-

Those in favour:-

Cllrs C Akers-Belcher, Cassidy, Howson, James, Little, Prince and Tennant.

Those against
None

Those abstaining
None

Decision

- (i) That consideration be given to re-directing staffing resources to concentrate on dog fouling and litter problems to include consideration of additional publicity requirements.
- (ii) That the contents of the report and comments of Members be noted.

19. Any Other Items which the Chairman Considers are Urgent

The Chairman ruled that the following item of business should be considered by the Committee as a matter of urgency in accordance with the provisions of Section 100(B) (4)(b) of the Local Government Act 1972 in order that the matter could be dealt with without delay.

20. Any Other Business – Hair Salons/Barbers Assessment Regime

A Member asked that consideration be given to undertaking a feasibility study on the benefits of introducing a Covid secure assessment/rating scheme for hair salons/barbers and potentially gyms in the town similar to the hygiene assessment arrangement that currently operated in catering establishments, the background of which was outlined. Following concerns raised by the Director of Neighbourhoods and Regulatory Services in relation to the capacity implications for the Test and Trace Team at the present time, along with the work they were also undertaking on supporting businesses with advice and enforcement where necessary, Members commented on the benefits of such a scheme and it was agreed that the suggested study be undertaken in six months time or the end of the pandemic whichever was the earlier.

The following was agreed with no dissent.

Decision

That a feasibility study be undertaken in six months time or at the end of the pandemic, whichever was the earlier, on the benefits of introducing a Covid

secure assessment/rating scheme for hair salons/barbers and potentially gyms in the town similar to the hygiene assessment arrangement that currently operated in catering establishments.

21. Vehicle and Equipment Approvals 2021/2022 and 2023/24 *(Assistant Director, Place Management)*

Type of decision

Non-key decision

Purpose of report

- i) Provide an update on vehicle purchases made in 2019/20.
- ii) Provide an update of the vehicle replacement budget for the current financial year, including vehicles purchases re-phased from previous years.
- iii) Propose the vehicle and associated equipment replacement programme for the 3 year period covering 2021/22 to 2023/24.
- iv) To request that Finance and Policy Committee recommend that the approval for borrowing to fund the related capital expenditure is included in the 2021/22 Medium Term Financial Strategy (MTFS) approved by Council.

Issue(s) for consideration

The Assistant Director, Place Management presented the report which outlined the background to the combined vehicle asset appraisal and service review that had been undertaken with Service Managers and Team Leaders. An options appraisal of vehicle financing had previously demonstrated that borrowing was the most cost effective way of funding vehicle purchases, particularly as vehicles were now kept for their maximum usable economic life. The advantages of borrowing compared to leasing were provided, as set out in the report.

Reviews of service and equipment needs had resulted in a revised replacement programme for 2021/2022 and 2022/2023 and a preliminary one for 2023/24, the financial considerations of which were provided as set out in the report. Members were referred to the revised replacement programme for the three year period covering 2021/22 to 2023/24, attached at Appendix C, and the future borrowing approvals to be recommended for inclusion within the 2021/22 MTFS, a summary of which was included in the report.

The Assistant Director responded to issues raised arising from the report. The Committee indicated their wish to further pursue information contained within the confidential appendices. In view of this, it was agreed that the meeting move into closed session.

22. Local Government (Access to Information) (Variation) Order 2006

Under Section 100(A)(4) of the Local Government Act 1972, the press and public were excluded from the meeting during part of the discussions on the previous item of business on the grounds that it involved the likely disclosure of exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006, namely information relating to the financial or business affairs of any particular person (including the authority holding that information).

Minute 21 – (Vehicle and Equipment Approvals 2021/22 to 2023/24) –

This item contained exempt information under Schedule 12A Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006 namely (para 3) information relating to the financial or business affairs of any particular person (including the authority holding that information).

21. Vehicle and Equipment Approvals 2021/2022 to 2023/2024

(Assistant Director, Place Management) This item contained exempt information under Schedule 12A Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006 namely (para 3) information relating to the financial or business affairs of any particular person (including the authority holding that information).

Further to discussions in the open session of the meeting and following a brief adjournment, a number of queries were raised in relation to the reasons behind vehicles being recommended for renewal. The background to the decision taken to retain a civic vehicle, which was based on the financial benefits, was discussed at length. A Member requested that detailed background information in relation to the decision taken by Constitution Committee in this regard be provided to all Members following the meeting. Members requested that future reports should include reference to civic vehicle, additional information in relation to the age of vehicles as well as the intrinsic value.

21. **Vehicle and Equipment Approvals 2021/2022 and 2023/24** *(Assistant Director, Place Management)*

Issue(s) for consideration

Further to discussions in the closed section of the meeting, details of which were set out above, the meeting returned to open session whereupon the Chair sought any further views on the recommendations.

The Committee agreed the following recommendations with no dissent.

Decision

- (i) That the updated position for vehicle purchases as of 2019/20, as set out in Appendix A, and the list for 2020/21, as set out in Appendix B, be noted. **(These items contain exempt information under Schedule 12A of the Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2006) namely, information relating to the financial or business affairs of any particular person (including the authority holding that information))**
- (ii) The Committee approved that proposed replacement programme of vehicles, heavy plant and associated equipment, as set out in Appendix C, and related borrowing approvals set out in paragraph 5.8, to be referred to Finance and Policy Committee to recommend to Council as part of the 2020/21 MTFS.
- (iii) That future reports include more detailed information around the age of vehicles and value.
- (iv) That background information be provided following the meeting in relation to the decision of Constitution Committee to retain a civic vehicle.

The meeting concluded at 12.20 pm.

H MARTIN

CHIEF SOLICITOR

PUBLICATION DATE: 8 DECEMBER 2020

EMERGENCY PLANNING JOINT COMMITTEE

MINUTES AND DECISION RECORD 2nd March 2021

The meeting commenced at 11.00am and was an online remote meeting in compliance with the Council Procedure Rules Relating to the holding of Remote Meetings and the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

Present:

Councillor: Karen King (Redcar and Cleveland Borough Council) (In the Chair)

Councillors: Marjorie James (Hartlepool Borough Council)
Dennis McCabe (Middlesbrough Borough Council)
Mike Smith (Stockton Borough Council)

Also Present: Councillor Tony Richardson (Hartlepool Borough Council)

Officers: Stuart Marshall, Chief Emergency Planning Officer
Jon Hepworth, Group Accountant (Regeneration and Neighbourhoods)
Jo Stubbs, Democratic Services Officer

1. Apologies for Absence

None

2. Declarations of interest by Members

None

3. Minutes of the meetings held on 28th November 2019, 27th February 2020 and 19th March 2020.

Minutes received and noted.

The Chair noted a request within the minutes that the Chair of the Local Resilience Forum (LRF) be invited to the next meeting of the Committee. The Chief Emergency Planning Officer advised that the LRF Chair had

submitted apologies to this meeting however he was aware of the need for him to attend these meetings in future and was committed to retaining the link between this committee and the LRF. It was hoped that he would be able to attend the next meeting to answering questions on the proposed LRF action plan. A member highlighted the importance of members having oversight of the LRF budget before approving it.

The Chair queried whether there had been any progress on the appointment of an apprentice as detailed within the minutes. The Chief Emergency Planning Officer indicated that the pandemic had halted progress in this area however he hoped to be able to take action in the future.

4. Financial Management Update Report (*Director of Resources and Development and Chief Emergency Planning Officer*)

Purpose of report

To provide details of the forecast outturn as at 31st January 2021 for current financial year ending 31st March 2021 and to recommend the budget for 2021/22.

Issue(s) for consideration by the Committee

A summary of the outturn position at 31st January 2021 was provided as set out in the report. A favourable variance of £65,000 on the main Emergency Planning Unit (EPU) budget was forecast. This was due to employees not being included within the pension scheme and additional income from chargeable overtime resulting from the coronavirus pandemic which had been funded through the Government's Covid-19 grant

An additional £78,000 for 2019/20 (plus £38,000 in 2018/19) had previously been allocated to the Local Resilience Forum (LRF) by the Government to assist in Brexit preparations. A further £200,000 had been allocated for covid related expenditure. It had previously been suggested that £43,000 of LRF monies be rebated to the member local authorities to assist with Brexit preparations however members of the LRF Strategic Board had recommended that this money be placed into a joint contingency pot to be used collectively. Members were happy to approve this recommendation

In terms of the Emergency Planning Unit budget for 2021/22 Local Authority contributions had been set at £310,000, an increase of £7,000 on the previous year. The bulk of spend would be on employee costs.

Decision

That the latest financial forecast for 2020/21 be noted and the budget for 2021/22 be approved.

5. CEPU Proposed Action Plan 2021-2022 (*Chief Emergency Planning Officer*)**Purpose of report**

To provide the Committee with the action plan of the Emergency Planning Unit and assist members in overseeing the Unit's performance, effectiveness and value to the four unitary authorities.

Issue(s) for consideration by the Committee

During 2020-21 the CEPU action plan had been significantly impacted by Covid-19, through activities being curtailed and through reallocated resources. It was expected that this would continue into 2021-22 and the action plan approach was therefore different to previous years and focused on a number of priority areas. Details were given of the key areas of work for 2021-22 many of which were statutory functions. Non-statutory functions that had been included were those considered critical to resilience. There would also be further actions related to the LRF however the LRF Action Plan was currently under review due to the ongoing response to Covid and therefore could not be provided at this time.

Decision

That the proposed CEPU action plan be approved and update reports continue to be provided to members.

6. Activity Report (8th February 2020 – 5th February 2021) (*Chief Emergency Planning Officer*)**Purpose of report**

To inform members of the activities undertaken by the CEPU between 8th February 2020 and 5th February 2021.

Issue(s) for consideration by the Committee

Details were given of the progress made during the period against the CEPU Action Plan and key LRF activities undertaken. Information on the

key CEPU support provided in the response to Covid-19 was also provided. All non-statutory duties had been suspended due to the pandemic and would be moved into the plan for 2021-22. The Chief Emergency Planning Officer highlighted core actions which had been completed including the regular update of contact details for key agencies, and the maintenance of key documents and key procedures. He also noted that some procedures, specifically evacuation, needed to be revised with consideration to Covid-19 i.e. evacuating while socially distancing or shielding.

Members noted the statement within the summary of progress that only 11% of elected member activities such as briefings had been completed. They felt this was incorrect as while the normal briefings provided on resilience by the Unit had been cancelled, members had received regular updates from the LRF Chair and their individual local authorities.

Decision

That the areas of work undertaken be noted.

7. Incident Report (8th February 2020 – 5th February 2021) (*Chief Emergency Planning Officer*)

Purpose of report

To inform members of the incidents reported and responded to by the CEPU between 8th February 2020 and 5th February 2021.

Issue(s) for consideration by the Committee

Between 8th February 2020 and 5th February 2021 17 incidents of note had taken place, brief details of which were given within the report.

Decision

That the areas of work undertaken be noted

8. Any Other Items which the Chairman Considers are Urgent

The Chairman ruled that the following items of business should be considered by the Committee as a matter of urgency in accordance with the provisions of Section 100(B) (4)(b) of the Local Government Act 1972 in order that the matter could be dealt with without delay.

The Chair noted that this was potentially the final meeting of the Committee before the Local elections. Members paid tribute to Councillor James for her commitment to the Emergency Planning Committee and Unit during her tenure as a member of the Committee.

The meeting concluded at 11.45am.

H MARTIN

CHIEF SOLICITOR

PUBLICATION DATE: 8th March 2021

NEIGHBOURHOOD SERVICES COMMITTEE

19th March 2021



Report of: Assistant Director (Place Management)

Subject: LOCAL TRANSPORT PLAN PROGRAMME

1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 Key Decision test (ii) applies. Forward Plan Reference No. NRS 03/20.

2. PURPOSE OF REPORT

- 2.1 To inform Neighbourhood Services Committee of the current position with the Local Transport Plan Delivery Plan, current policy aims, progress made under the Local Transport Plan delivery programme during 2020/2021 and to identify potential schemes for 2021/2022.

3. BACKGROUND

- 3.1 The third Local Transport Plan (LTP) 2011-2026, sets out how a safe and sustainable transport system can be delivered within Hartlepool. It was recognised that funding, particularly in the short to medium term, was significantly reduced from the second LTP period and, while this represented a significant barrier to delivering the Council's aspirations for improving the transport network in Hartlepool, it provided opportunities to work more closely with our partner organisations for the overall benefit of the Borough.
- 3.2 Within the over-arching LTP sits the Delivery Plan, which focusses on more specific issues and projects and covers a shorter timescale, with the most recent document running from April 2015 – March 2021.
- 3.3 An update to the Delivery Plan is therefore required, however at the time of writing there is considerable uncertainty from government on the form Delivery Plans should take, the level of funding which is likely to be allocated to authorities, and the length of programme which may be approved. This obviously poses difficulties in identifying schemes to support the Council's strategic aims, and while this report has been prepared on the assumption that similar funding levels will continue, an update may need to be reported to Committee later in the year should that prove not to be the case and priorities therefore need to be reassessed.

- 3.4 The ongoing Covid-19 pandemic has also had a significant impact on all aspects of the 20/21 programme, both in terms of future funding levels as outlined above, and also the Council's ability to deliver works. The construction industry was stood down for lengthy periods, which impacts not just LTP schemes but also routine highway works. This leads to a maintenance backlog which further restricts the opportunity to focus on LTP delivery.
- 3.5 The Delivery Plan also forms part of the Council's Local Infrastructure Plan, which in turn feeds into the Local Plan, and a detailed update of the relevant section within the LIP will be undertaken once more certainty around funding levels, etc has been obtained.
- 3.6 The LTP is also aligned with key regional strategies and local development frameworks. The Tees Valley Combined Authority's Strategic Transport Plan covers the period up to 2030, and has the vision *"To provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley"*
- 3.7 In recent years the TVCA has become a bridge between local authorities and central government on policy implementation, bid development and submission, and also funding allocations, with LTP budgets now being provided to the combined authority for onward distribution to individual Councils.
- 3.8 A list of ongoing schemes and initiatives are identified in Section 4.

4. PROPOSALS

- 4.1 **Major Road Network Bid** – A bid for funding which would see major improvements at several locations along the A689 corridor has been submitted to the Department for Transport and has successfully cleared the first stage to receive £780,000 of development funding.

Alongside schemes within Stockton Borough Council and Durham County Council's areas, detailed designs are now being developed for the final bid submission later this year.

If successful, improvements will take place at the following locations:-

- Park Road / Huckelhoven Way / A689 junction
- Burn Road / A689 roundabout
- Oxford Street / A689 junction
- Brenda Road / A689 roundabout
- Stockton Road / A689 junction
- Owton Manor Lane / A689 roundabout
- Truro Drive / A689 junction

- Dalton Back Lane / Greatham Back Lane / A689 junction
- Queen's Meadow to Wolviston Roundabout Cycleway

- 4.2 **Bus Corridor Project** – Seeks to identify areas for improvement along the core bus corridor of the A689, Owton Manor Lane, Catcote Road, Oxford Road, Stockton Road, York Road, Raby Road, Winterbottom Ave, plus the town centre locations of Park Road, Victoria Road and Marina Way.

Building on the previous 5 year Tees Valley Bus Network Improvements project, development work is ongoing with a number of areas highlighted for further investigation.

Linked to this, a formal Bus Partnership has been established which will see closer and more effective partnership working between operators, Councils and passenger groups.

- 4.3 **Railway Station Development** – A study is underway to deliver significant improvements to Hartlepool Railway Station, with the primary aim of bringing the redundant platform back into use.

This would deliver increased capacity for both passenger and freight rail, and would also see the provision of a footbridge and lift to access the new platform.

- 4.4 **Local Cycling and Walking Infrastructure Plan** – A long term project to provide improved footway/ cycleway links, particularly along the A689 corridor.

The section between Brenda Road and Burn Road roundabouts has now been delivered and the next phase from Burn Road to the Transport Interchange is undergoing detailed design, with consultation to take place in the summer.

- 4.5 **Electric Vehicle Infrastructure** – A procurement exercise is to take place to identify a suitable partner to supply, operate and maintain a network of Electric Vehicle Charging Points across the Tees Valley, potentially on both public sector and private land for public use. This is being led by the Combined Authority

The scheme will include both on-street and off-street facilities and it is important that the Tees Valley and Hartlepool in particular are installing the necessary infrastructure to meet potential demand. This approach will also see consistency across the Tees Valley.

- 4.6 **E-Scooter Trial** – Commencing in August 2020, Hartlepool's trial along with those in Middlesbrough and Redcar was one of the first in the country.

A new form of transport whose use was driven by limitations on public transport use as a result of the pandemic, the trial is operated by a private

firm, supported in its day to day management by local Community Interest Company.

The first 6 months of the trial have proved to be successful and the scheme has expanded from the initial 3 sites to offer 21 locations from which a journey can commence.

The 12 month trial will conclude in the summer, ahead of which a review will be undertaken on the future direction and potential continuation of the scheme.

- 4.7 **Wynyard** – There are plans to improve capacity at the A19/ A689 interchange (Within Stockton BC's area), by widening the northern overbridge in order to provide a 3rd lane. There will also be an independent footway/ cycleway bridge running parallel to cater for these road users, and link with the proposals outlined at 4.4. This will reduce journey times for vehicles heading in and out of Hartlepool. Given the current A19 works this scheme is not able to commence until after they are completed in 2022, and is subject to funding.

The A689/ The Meadows roundabout at Wynyard has recently had traffic signals installed which provide the necessary pedestrian crossing link, with there now being development on both sides of the dual carriageway.

The other 2 A689/ Wynyard roundabouts are within Stockton BC's area, and there are improvement plans for these locations contained within the MRN bid detailed at 4.1.

- 4.8 **Western Growth Corridor** – A new A19 grade separated junction and bypass to the north of Elwick village are proposed to provide a vital third link into Hartlepool.

This third access to the town will reduce the pressure on the existing A689 and A179 routes and give improved access from the strategic road network to the central area of town.

Further into town, local highway improvements are being developed to deal with projected future congestion at key locations.

- 4.9 **Regional Context** – Outside of the Hartlepool area, the widening of the A19 between Norton and Wynyard has been on site for almost a year, with another 12 months until expected completion. Increasing capacity from 2 lanes to 3 in each direction will have a significant effect on reducing peak time congestion levels.

- 4.10 **Transport Network Prioritisation** – Work in conjunction with the Combined Authority has developed the priority highway network within the Hartlepool area. This includes the Strategic Road Network, which is the A19 trunk road,

Major Road Network (A689/ A179 corridors as detailed at 4.1), Key Road Network (Other strategically important routes) and the Local Road Network.

As future funding opportunities come forward, the prioritisation process will help to ensure that those areas of greatest need are selected first.

- 4.11 **Asset Management** – The Council aligns its policies very closely to DfT asset management principles, with a significant element of this being the Self-Assessment Incentive Fund for highway maintenance works. All authorities are required to submit this assessment against a wide range of criteria, with there being an expectation that they will demonstrate continuous improvement.

Annual highway maintenance funding allocations are linked to this, and HBC have worked hard to ensure that scores have increased each year, meaning that 100% of the potential allocation has been maintained.

- 4.12 **Road Safety** – The Council is committed to reducing road casualties as far as possible, with accident records currently at their lowest level ever. A range of interventions go into achieving this aim including traffic calming schemes, child pedestrian and cycle training in schools (sadly hampered by the pandemic), and safety camera enforcement undertaken by the Police, leading to Speed Awareness education courses for which the Council are the local provider having recently secured this contract.

- 4.13 **Urban Traffic Management Control** – A series of traffic management measures designed to give better control and early awareness of problems on the network. Built on the original Urban Traffic Control system which gives dynamic control of the traffic signals network, other interventions are available such as variable message signs, CCTV, bus priority measures, journey time/ automatic number plate recognition cameras, air quality monitoring, parking information signs, traffic counters, weather station data and collaborative traffic management data from Highways England.

The next phase of funding is anticipated to come forward this year and HBC has developed a list of potential measures for implementation.

- 4.14 **Emergency Active Travel Fund** – Funding was provided this year for measures to increase and promote active travel in light of the pandemic, and the restrictions this placed on public transport.

Initiatives included the temporary widening of existing footpaths to allow for increased social distancing, cycle parking facilities at a number of schools, installation of cycle counters at key locations, vegetation clearance/ sweeping of cycleways and signage works.

- 4.15 The works identified for delivery during 2020/2021 are shown at **Appendix 2**, along with proposed schemes for 2021/2022 (subject to further committee

reports where necessary), taking into account the delivery difficulties referred to in Section 3.

- 4.16 In 2020/21 the level of demand for safety schemes outweighed the Local Transport Plan budget and therefore a prioritisation matrix is used which was approved by Neighbourhood Services Committee (18th October 2019). This allows schemes to be prioritised on the basis of requirement, with a further report being taken in the summer of each year.

5. FINANCIAL CONSIDERATIONS

- 5.1 All works/schemes will be funded via the LTP allocation from Central Government, with the Integrated Transport Block allocation expected to remain at around £719,000. Allocations for 2020/21, along with provisional allocations for 2021/22 are shown in **Appendix 1**.

6. RISK IMPLICATIONS

- 6.1 A number of the schemes listed in the 2020/2021 column in **Appendix 2** are expected to slip into 2021/22 for the reasons outlined in the report. There are no restrictions on carryover of these schemes.

7. OTHER CONSIDERATIONS

Legal Considerations	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

8. RECOMMENDATIONS

- 8.1 That Neighbourhood Services Committee notes the works / schemes delivered during 2020/2021, and approves the anticipated budget breakdown for 2021/2022.

9. REASONS FOR RECOMMENDATIONS

- 9.1 To facilitate the continuation of the Local Transport Plan delivery programme.

10. BACKGROUND PAPERS

- 10.1 LTP Strategic Delivery Plan – Neighbourhood Services Committee – 16th March, 2015.

Local Safety Schemes Update – Neighbourhood Services Committee – 31st July 2020.

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Sign Off:-

Director of Policy and Finance ☒
Chief Solicitor ☒

APPENDIX 1

Allocation of Integrated Transport Block Capital Funding (2020/21 & Provisional 2021/22)

Theme	Scheme Type	2020-21	2021-22
		£000's	£000's
Bus Infrastructure (BI)	Bus Stop Improvements	25	25
Cycling Schemes (CY)	Cycle tracks/lanes	90	90
	New cycle parking facilities	5	5
Sustainable Travel (ST)	Sustainable Travel Improvements	35	45
Local Safety Schemes (LS)	Safer routes to school	75	75
	Local Safety Schemes	75	75
	Signage Improvements	34	34
Road Crossings (RC)	Dropped Kerbs	25	25
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	50	50
	School Safety Schemes	30	30
	Highway Improvement Schemes	95	95
Local Road Schemes (RD)	Verge Hardening Programme	50	50
	Access to Employment	30	30
Miscellaneous (OS)	Car park improvements	50	50
	LTP Future Development	10	-
	Street Lighting improvements	40	40
Total		719	719

APPENDIX 2

Scheme Type	2020-2021	2021-2022
Bus Infrastructure (£25,000)	<p>Greatham High Street– Low floor infrastructure at existing bus stop, and provision of additional stop with low floor (Subject to ongoing consultation with Parish Council and Ward Members).</p> <p>Repairs to HBC owned bus shelters :</p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p>Miscellaneous : Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>	<p>New shelter requests, subject to public consultation where required.</p> <p>Repairs to HBC owned bus shelters :</p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p>Miscellaneous : Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>

Scheme Type	2020-2021	2021-2022
<p>Cycle tracks / lanes (£90,000)</p>	<p>A689 Cycleway Brenda Road to Burn Road – Continuation of cycleway improvements in conjunction with LGF scheme.</p> <p>The Way of St. Hild – Further development of Pilgrimage Trail.</p> <p>TVCA ‘Local Cycling and Walking Infrastructure Plan’ (LCWIP). Support to development of A689 Cycling corridor.</p> <p>Rights of Way improvement programme</p> <p>King Oswy Drive - cycleway improvement design work.</p>	<p>Contributions to LCWIP project (town centre area) and MRN bid (A689 Queen’s Meadow to Wolviston roundabout) as required.</p> <p>Further contribution to King Oswy Drive improvements identified last year.</p>
<p>New cycle parking facilities (£5,000)</p>	<p>Fens Shops - Cycle parking.</p> <p>Brougham School – Cycle parking.</p> <p>Hartlepool Interchange – Cycle parking</p> <p>Hartlepool College of Further Education – cycle parking and cycle shelter</p> <p>Hartlepool Marina – cycle parking</p>	<p>Contribution to school parking programme identified by Emergency Active Travel Fund works.</p>

Scheme Type	2020-2021	2021-2022
Signage Improvements (£34,000)	Seaton Carew tourism/ parking signage. Fens School - Electronic 20mph signage (School times). Throston Grange Lane – Electronic 20mph signage (School times). Other signage to be identified.	Vehicle activated signage. Variable message signage. Other routine signage works as required.
Sustainable Travel Improvements (£45,000)	Minor improvement works to School Crossing Patrol sites. Electric Vehicle Infrastructure- Potential contribution. General footpath/ crossing improvements.	Contribution to electric vehicle infrastructure project as required. Support to Access Fund programme. General footpath/ crossing improvements.
Safer Routes To School (£75,000)	Contribution to St. Teresa's School safety scheme. Springwell School safety/ parking scheme.	Controlled crossing schemes to be identified. Small scale safety schemes (guard rails, footpath works, etc).

Scheme Type	2020-2021	2021-2022
Local Safety Schemes (£75,000)	<p>Wynyard Road local safety scheme.</p> <p>Catcote Road safety/ parking improvement scheme.</p> <p>King Oswy Drive cycleway improvements.</p> <p>Possible contribution to High Tunstall Roundabout improvements.</p> <p>Traffic regulation orders (various).</p>	<p>Additional schemes to be identified/ confirmed in a further local safety scheme report to Committee.</p> <p>Valley Drive area – Traffic calming scheme subject to consultation, funded separately from Highways Improvement Programme. Subject to realigned funding from Dunston Road scheme, which did not proceed following consultation.</p> <p>Traffic regulation orders (various).</p>
Road Crossings (dropped kerb schemes) (£25,000)	<p>Station Lane area.</p> <p>Elizabeth Way area.</p> <p>Elwick Road (Ward Jackson Park area).</p> <p>Ormesby Road.</p> <p>Spalding Road.</p> <p>Additional schemes to be identified.</p>	<p>Wooler Road.</p> <p>Kesteven Road.</p> <p>Seaton Carew.</p> <p>Additional schemes to be identified.</p>
School Safety Schemes (£30,000)	Elwick School (subject to consultation).	St. Joseph's Primary School (subject to consultation)
		Schemes to be identified / confirmed.

Scheme Type	2020-2021	2021-2022
Verge Hardening programme / car parking bays (£50,000)	Moffat Rd, Oxford St, Irvine Rd, Dunbar Rd, Westwood Way. Bennett Road, Alva Grove, Dunbar Road, Maxwell Road, Caxton Grove, Pavilion Close.	
Traffic Signal Improvements (£50,000)	Upgrade to A689/Sapper's Corner signals.	Upgrade scheme(s) to be identified dependent on existing condition/ asset life of equipment.
Car Park Improvements (£50,000)	Contribution to Archer Street car park works.	West Side/ Basement Car Park refurbishment works.
Highway Improvement Schemes (£95,000)	Possible contribution to High Tunstall Roundabout improvements. Possible contribution to A179/Hart village signalisation, ahead of three developer contributions. Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).	Match funding contributions to various DfT/ TVCA funding bids as required. Cats eyes/ road markings replacement. Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).
Access To Employment (£30,000)	Industrial estate improvements to be identified.	ISQ Quarter/ industrial estate works to be identified.
Street Lighting	Town Moor – continuation of existing lighting.	

Scheme Type	2020-2021	2021-2022
(£40,000)	Other schemes to be identified.	West View Road, Catcote Road column replacement/ lighting upgrades. Other schemes to be identified.

NEIGHBOURHOOD SERVICES COMMITTEE

19th March 2021



Report of: Assistant Director (Regulatory Services)

Subject: PUBLIC SPACES PROTECTION ORDERS (PSPO's)

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision Test (ii) – Forward Plan Reference NRS 01/21

2. PURPOSE OF REPORT

- 2.1 To inform the committee of the results of a recent consultation exercise in respect of the proposed adoption of new Public Spaces Protection Orders (PSPO's).
- 2.2 To seek the committee's approval for the adoption of the proposed PSPO's.

3. BACKGROUND

- 3.1 Public Spaces Protection Orders (PSPO's) were introduced by the Anti-social Behaviour, Crime and Policing Act 2014 and give local Councils additional optional powers to deal with anti-social behaviour.
- 3.2 Councils can use PSPO's to prohibit specified activities and/or require certain things to be done in defined locations in order to stop or prevent anti-social behaviour.
- 3.3 The breach of a PSPO is a criminal offence (maximum £1000 fine) but can be dealt with through the issue of a Fixed Penalty Notice (maximum £100).
- 3.4 Councils may only introduce PSPO's where there is, or there is likely to be, persistent anti-social behaviour in a particular location or area.
- 3.5 PSPO's have a maximum duration of three years but may be renewed for a further three years indefinitely.

- 3.6 PSPO's are not intended to be used to tackle specific individuals or properties (other powers exist for such purposes) but rather identified anti-social behaviour problems in known locations.
- 3.7 PSPO's criminalise certain activities in public spaces and limit, or prohibit, what the public may, or may not, do in specified public areas. Local authorities must therefore be careful to balance the rights of its citizens to enjoy open spaces against the need to protect them from anti-social behaviour.
- 3.8 In order to ensure that this balance is achieved, the Anti-social Behaviour, Crime and Policing Act 2014 lists certain conditions that must be met before a PSPO can be introduced.
- 3.9 The first condition is that -
- (a) activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or
 - (b) it is likely that activities will be carried on in a public place within that area and that they will have such an effect.
- 3.10 The second condition is that the effect, or likely effect, of the activities—
- (a) is, or is likely to be, of a persistent or continuing nature,
 - (b) is, or is likely to be, such as to make the activities unreasonable, and
 - (b) justifies the restrictions imposed by the notice.
- 3.11 Before someone can be prosecuted or issued with a Fixed Penalty Notice for the breach of a PSPO they must first be warned and given the opportunity to correct their behaviour. PSPO's do not therefore create an automatic offence, punishable by Penalty Notice or prosecution. It is the failure to comply with the request to stop the activity, or to do what is required by the Order, by an authorised officer, that leads to the offence being committed.

Enforcement

- 3.12 PSPO's can be enforced by Police Officers and authorised council officers which, at present, would be the Council's Civil Enforcement Officers (CEO's).
- 3.13 Whilst Police Officers are available 24 hours per day, CEO's operate between 0800 and 1800 hours (seven days a week) and therefore would not routinely be available to enforce PSPO's before or after these times.
- 3.14 Any extension/variation to a CEO's working day, in order to accommodate the enforcement of PSPO's beyond 1800 hours, would impact on service delivery elsewhere.
- 3.15 As such, without additional investment in the CEO team, any PSPO that relates to anti-social behaviour after 1800 hours would generally fall to the Police to enforce.

- 3.16 Limited enforcement resources inevitably means limited enforcement. Therefore the selection of which, and how many, PSPO's to introduce must include a consideration as to how they will be enforced. The adoption of too many, that cover too much, may lead to unreasonable public expectations which neither the Police nor Council would be able to satisfy.
- 3.17 Proposed New Public Spaces Protection Orders
- 3.18 At its meeting on 1st December 2020 this committee approved the commencement of a consultation exercise to determine residents views on the adoption of the following new PSPO's: -
- a) Alcohol – A PSPO that would prohibit the consumption of alcohol along Seaton Carew promenade and in the town's identified parks.
 - b) Parks and Open Spaces – A PSPO that would prohibit the following activities in parks and other identified open spaces: -
 - I. Riding skateboards, scooters and bicycles where it causes annoyance, nuisance or damage
 - II. Camping and motorhomes
 - III. Fishing (the prohibition would relate only to certain locations and/or certain times)
 - IV. Unauthorised use of motorised vehicles (except for mobility scooters) – limited to certain locations
- 3.19 The wording of these PSPO's, including the areas and times that each would apply to, is detailed in Appendix 1.
- 3.20 A prohibition on the consumption of alcohol does not apply to any area covered by a premises licence issued under the Licensing Act 2003.
- 3.21 Byelaw
- 3.22 The activities listed para 3.18(b) above, plus a number of other activities, are already prohibited by virtue of a byelaw that has been in place in Hartlepool since 2003.
- 3.23 The breach of a bylaw is only enforceable through the Courts, by means of prosecution, and is not therefore an appropriate or realistic enforcement option for many of the less serious forms of antisocial behaviour.
- 3.24 As PSPO's can be enforced by means of a Fixed Penalty Notice, they can provide a more reasonable, proportionate and practical enforcement option than a byelaw and can be introduced, or removed, more easily.
- 3.25 PSPO's can be used to prohibit activities already covered by byelaws and, in such circumstances, the PSPO takes precedence. In areas of the town not covered by a PSPO, the byelaw would continue to have effect.

3.26 Incidents of Alcohol Related Anti-social Behaviour

3.27 There were 22 reports of alcohol related anti-social behaviour made to Cleveland Police and Hartlepool Council in 2019. This increased to 38 in 2020.

3.28 Ten of these complaints were made to the Council following the introduction of Covid restrictions where, because of the prohibition on remaining open, licensed premises in Seaton sold alcohol for consumption away from their premises. Patrons therefore consumed their alcohol in public areas along the promenade and varying forms of anti-social behaviour ensued.

3.29 Consultation Responses

3.30 A consultation exercise was conducted between 11th December 2020 and 5th February 2021. This included letters to Cleveland Police, the Office of the Police and Crime Commissioner, e-mails to identified 'Friends of' groups, an e-mail to all councillors and a 'Survey Monkey' online questionnaire.

3.31 No objections were received from either Cleveland Police or the Office of the Police and Crime Commissioner.

3.32 One written objection was received from Mr Darab Rezai, representing the Hartlepool Licensees Association (Appendix 2).

3.33 58 responses were received via the 'survey monkey' questionnaire and these are attached as Appendix 3.

3.34 The survey monkey responses were largely in favour of both proposals: -

- Approximately 90% either agreed or strongly agreed with the proposed prohibition on the public consumption of alcohol along Seaton Promenade.
- 87% either agreed or strongly agreed with the proposal to prohibit the activities listed in para 3.18(b) above.

4. **PROPOSALS**

4.1 In view of the responses received to the consultation, it is proposed that the adoption of both new PSPO's, as detailed above, be agreed.

4.2 New signage must be created and erected before the PSPO's take effect and therefore, if their adoption is agreed, it is proposed that their formal implementation takes effect from 1st April 2021.

4.3 Additional publicity will be given to the new PSPO's, prior to their implementation, in order to raise public awareness.

- 4.3 The committee is reminded that the breach of a PSPO does not create an automatic offence. Before someone can be prosecuted or issued with a Fixed Penalty Notice for the breach, they must first be warned and given the opportunity to correct their behaviour.
- 4.4 The committee is also reminded that the proposed prohibitions relating to the use of parks and open spaces (with the exception of the consumption of alcohol) are already covered by a byelaw. Therefore, if this PSPO was not adopted, the activities would remain prohibited but would be enforceable by prosecution only.

5. RISK IMPLICATIONS

- 5.1 There are no risks associated with the adoption of PSPO's.

6. FINANCIAL CONSIDERATIONS

- 6.1 The adoption of new PSPO's will create additional enforcement pressures however it is proposed that these new burdens be incorporated into existing roles and responsibilities of the Civil Enforcement Team and therefore there will be no new additional financial burdens.

7. LEGAL CONSIDERATIONS

- 7.1 PSPO's must be introduced in accordance with the principles laid down in the Anti-social Behaviour, Crime & Policing Act 2014 and its associated statutory guidance.

8. CONSULTATION

- 8.1 A consultation exercise has been undertaken and the responses are detailed within the body of, and appendices to, this report.

9. STAFFING CONSIDERATIONS

- 9.1 Responsibility for the enforcement of PSPO's lies with the Police and the Council's Civil Enforcement Team. The adoption of additional PSPO's will create additional pressures.
- 9.2 The Civil Enforcement Team is made up of a Team Leader, two supervisors and eight Civil Enforcement Officers (with two additional officers, funded temporarily by the Thirteen Group, recently appointed and hopefully operational soon).

9.3 The Civil Enforcement Officers undertake a wide range of duties including:

- Littering and littering from vehicles;
- Fly tipping and duty of care;
- Graffiti;
- Dog fouling, dogs on lead, means to pick up, dog exclusion etc.;
- Fly posting;
- Abandoned, nuisance and untaxed vehicles;
- Illegally tethered horses;
- Car parking offences in relation to local traffic regulations;
- Failure to pay and display;
- Residents parking zones;
- Illegal Traveller Encampments; and
- Domestic and commercial waste offences.

10. ASSET MANAGEMENT CONSIDERATIONS

10.1 There are no asset management considerations.

11. RECOMMENDATIONS

11.1 That committee approves the adoption of both Public Spaces Protection Orders as detailed in Appendix 1.

12. REASONS FOR RECOMMENDATIONS

12.1 Public Spaces Protection Orders can offer an additional and effective enforcement tool to tackle persistent antisocial behaviour.

13. BACKGROUND PAPERS

13.1 Public spaces Protection Orders – Neighbourhood Services Committee 1st December 2020

Public Spaces Protection Orders – Neighbourhood Services Committee 31st July 2020

Public Space Protection Orders – Neighbourhood Services Committee 21st January 2019

Public Space Protection Orders – Neighbourhood Services Committee 13th June 2018

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Proposed Public Spaces Protection Orders 2021

1. Consumption of Alcohol

It will constitute an offence should any person, when requested by an authorised officer, not cease from drinking alcohol in a public place (identified in Appendices A and B), away from licensed premises, and not surrender any opened vessels of alcohol. Any unopened alcoholic drinks may be subject to confiscation or disposal should the officer believe the person is either; i) Under 18 years of age ii) Intoxicated iii) Likely to consume the alcohol in public and cause nuisance if left with them

2. Parks and Open Spaces

It will constitute an offence should any person use a skateboard, bicycle or scooter in a manner likely to cause annoyance, nuisance or damage in any area identified in Appendix C.

It will constitute an offence should any person camp or otherwise stay overnight in any area identified in Appendix C unless authorised.

It will constitute an offence should any person fish in the areas, and the times, identified in Appendix D.

It will constitute an offence for any person to use an unauthorised mechanically propelled vehicle (MPV) in any area identified in Appendix C.

The following lists MPV's that are included in this order, but this list is intended to be indicative, not exhaustive;

- Motorbikes (road going and off road) Including mini "pee-wee" bikes
- Scooters
- Quad Bikes and mini quad bikes
- Motor Cars

The following MPV's are exempt from the Order:

- Vehicles for use by a person with a mobility impairment, and being used by someone with a mobility impairment.



Appendix B

In addition to Appendix A, the consumption of alcohol would be prohibited in the following areas; -

Rossmere Park

Ward Jackson Park

Seaton Park

Summerhill

Burn Valley Gardens

Parks and Open Spaces Public Spaces Protection Order

It will constitute an offence should any person use a skateboard, bicycle or scooter in a manner likely to cause annoyance, nuisance or damage in any area identified below unless authorised.

It will constitute an offence should any person camp or otherwise stay overnight in any area identified below unless authorised.

It will constitute an offence for any person to use an unauthorised mechanically propelled vehicle (MPV) in any area identified below.

Parks

Rossmere Park

Ward Jackson Park

Seaton Park

Summerhill

Burn Valley Gardens

Recreation Grounds

Central Park Recreation Ground

Dodds Field recreation Ground

Foggy Furze Recreation Ground

Grayfields Recreation Ground

King George V Recreation Ground

Rift House Recreation Ground

Rossmere Way Recreation Ground

It will constitute an offence should any person fish in the areas, and the times, identified below.

1. When the parks detailed below are closed to the public: -

Rossmere Park

Ward Jackson Park

Seaton Park

Summerhill

Burn Valley Gardens

2. At all times: -

Warrior Drive pond

I would like to put an objection to the PSPO restricting drinking on the Seaton Carew Promenade.

If we are going to be a cosmopolitan town and be on the same playing field as other towns and countries we have got to expect to treat people with respect and if there are a very small minority who break the law by being drunk and disorderly there are a lot of laws in regulations which the police and the council can intervene and stop the individual carrying out anti-social behaviour.

If the PSPO is approved it means any couple or family who may like to enjoy a picnic on the seaside and open even a small bottle of bubbly they can be prosecuted and they have broken the law.

You already have a coffee horse-trailer trader who operates on the promenade serving liqueur coffee and mulled wine. The ban of alcohol on the promenade who stop her trading too.

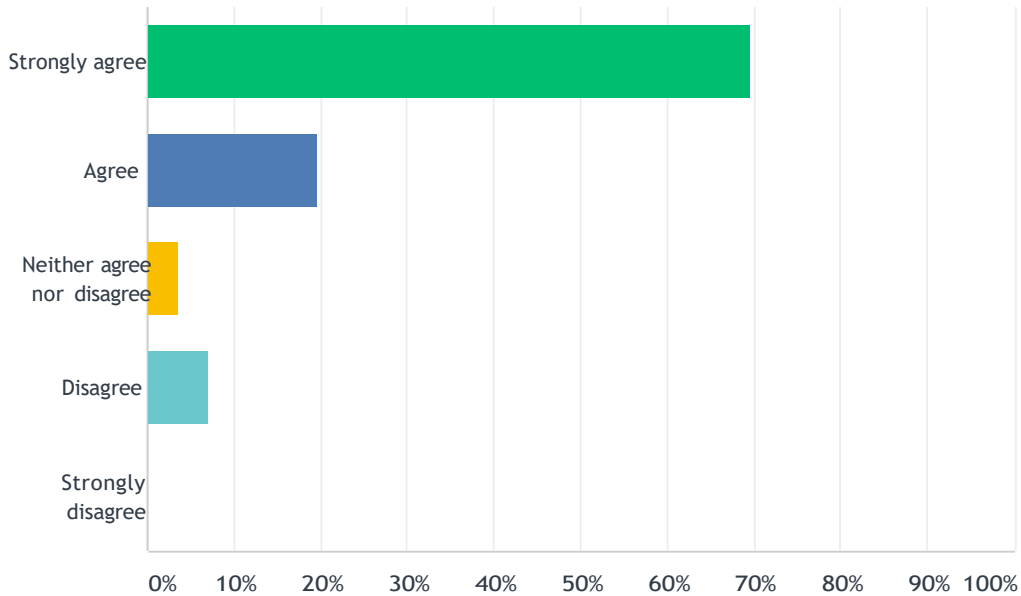
I would like to speak as a licensee as well as the chairman of Hartlepool Licensing Association objecting to such a ban.

Would you please notify me when the meeting is taking place.

Kind Regards,
Darab Rezai
Chairman of Hartlepool Licensing Association

Q1 Do you agree or disagree that there should be a Public Spaces Protection Order which prohibits the public consumption of alcohol in the areas identified?

Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
Strongly agree	69.64%	39
Agree	19.64%	11
Neither agree nor disagree	3.57%	2
Disagree	7.14%	4
Strongly disagree	0.00%	0
TOTAL		56

Q2 Do you have any other comments to make about this proposal or suggestions for locations which should be covered by a Public Spaces Protection Order relating to the public consumption of alcohol?

Answered: 29 Skipped: 29

Public Spaces Protection Orders

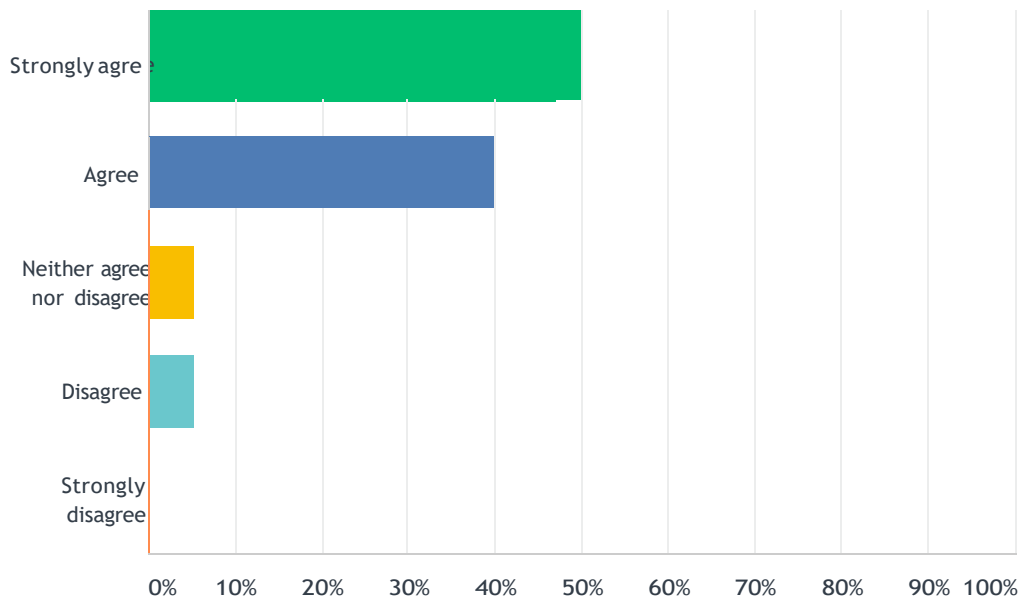
#	RESPONSES	DATE
1	Large Parks should have a 'Park Keeper'(the park keeper could cover more than one - eg WJ-BVG- Shill)....council employee...not a third party security firm who are probably an excessive cost for what they do.	1/20/2021 11:25 AM
2	The danger is this will displace this behaviour to adjacent or rural areas	1/18/2021 3:17 PM
3	None.	1/13/2021 4:07 PM
4	People go there to relax. As long they are not drunk, no problem.	1/12/2021 8:57 AM
5	No	1/10/2021 1:52 PM
6	The problem in our town is that there aren't enough areas where people can 'congregate' outdoors or indoors. It's been a bit more difficult recently with a lot of places closed due to Covid but in general we are sadly lacking in options for people to come together for a good time. Similarly for kids, nowhere for them to go so they haven't got much choice in terms of where they can hang-out.	1/9/2021 6:17 PM
7	Think this will meet targets to reduce alcoholism too	1/9/2021 3:26 PM
8	What about people having a picnic and a glass of wine	1/9/2021 2:51 PM
9	Within the defined area, there are insufficient facilities for refreshment, alcoholic or otherwise or toilets. provision of facilities would improve the area and there would be less need for objectionable drinking activity.	1/9/2021 1:56 PM
10	Littering of drinks cans and bottles are very bad in the Seaton promenade area, including broken glass around the benches	1/9/2021 9:30 AM
11	All of the public areas should be covered. People are unpredictable and dangerous when they are intoxicated.	1/8/2021 6:53 PM
12	Families and older people need to feel safe in these spaces. Alcohol increases the chances of antisocial behaviour	1/8/2021 4:17 PM
13	Certain premises having been open for business selling alcohol to the public, with absolutely no toilet facilities, customers have been urinating in public spaces in front of general public and children, this is just one of the many issues caused by public being permitted to consume alcohol on the promenade, the park and the front of Seaton Carew.	1/8/2021 3:26 PM
14	Recent sales by Hornseys on Seaton Front have resulted in drinkers congregating in numbers on pathways which have caused obstruction, resulted in unacceptable behaviour and public urination. At the last licensing review of the 9 Anchors "micro pub", similar behaviour was cited - and which continued (other than during lockdown). Prevention of alcohol misuse in all public spaces will prove more beneficial to the public resident in all areas and these gains should not be sacrificed for the few who although operate in the area, are not residents and seek monetary gain.	1/8/2021 3:14 PM
15	Should have been immediately implemented & enforced on the promenade throughout the pandemic	12/31/2020 11:29 AM
16	How will this be advertised and regulated	12/19/2020 5:04 PM
17	whilst I dont agree with antisocial behaviour, its also affects the majority who enjoy the freedom of a drink whilst enjoying the open fresh air. I feel it infringes on our rights to freedom	12/19/2020 12:52 AM
18	I have only heard problems at horsby's bar	12/18/2020 10:55 PM
19	Will this cover the beach too? Its a shame that the likes of Hornseys are able to serve pints to go in the current climate and a result of their actions the likes of the Seahorse Cafe and Hungry Seagull have the potential to be impacted as would this mean they wouldnt be able to serve mulled wine or baileys hot chocolate etc? I do however think it is in everyones best interests that alcohol is banned from the sea front if this prevents the idiots congregating on the promenade drinking plastic glasses of pints and urinating all over. It may also reduce the amount of empty beer cans left behind on the beach in the summer.	12/18/2020 9:20 PM
20	Brilliant ideals but who is going to enforce this, it will end up being a 9-5 thing.	12/18/2020 9:18 PM
21	This appears to be at odds with the council permitting the Seahorse coffee shop to sell alcohol. Is joined up working happening ?	12/18/2020 9:14 PM
22	It's all very well having the order in place but it means nothing if it's not enforced with wardens or PCSOs	12/18/2020 9:00 PM

Public Spaces Protection Orders

23	Hornsey's bar should be included in the public spaces protection order.	12/18/2020 9:00 PM
24	It will help with the litter from takeaway containers and bottles left all over the promenade	12/18/2020 8:56 PM
25	Beach as many drinkers leave there glass bottles on the beach	12/18/2020 5:00 PM
26	All areas of land that HB councillors are considering for sale to licensed premises should be put for full consultation to local residents and their wishes respected in any decision making process.	12/18/2020 2:59 PM
27	To include public footpaths and car parks	12/18/2020 2:46 PM
28	Urinating in public and up against people's homes is an absolute disgrace, rules have been broken during this Covid crisis by certain public houses. Also, before Covid Pandemic, certain establishments have flouted their premises licence conditions, constant trouble at one particular establishment in Seaton Carew which has already had a licence review. Hopefully things will get better and more pleasant in 2021 if these restrictions are imposed... Which I sincerely hope are.	12/18/2020 2:46 PM
29	No	12/18/2020 2:18 PM

Q3 Do you agree or disagree that these activities should be covered by a Public Space Protection Order? (Please note that these activities will continue to be prohibited by the existing bylaw should the PSPO not be introduced).

Answered: 55 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly agree	47.27%	26
Agree	40.00%	22
Neither agree nor disagree	5.45%	3
Disagree	5.45%	3
Strongly disagree	1.82%	1
TOTAL		55

Q4 Do you have any further comments you would like to make about this proposal?

Answered: 20 Skipped: 38

Public Spaces Protection Orders

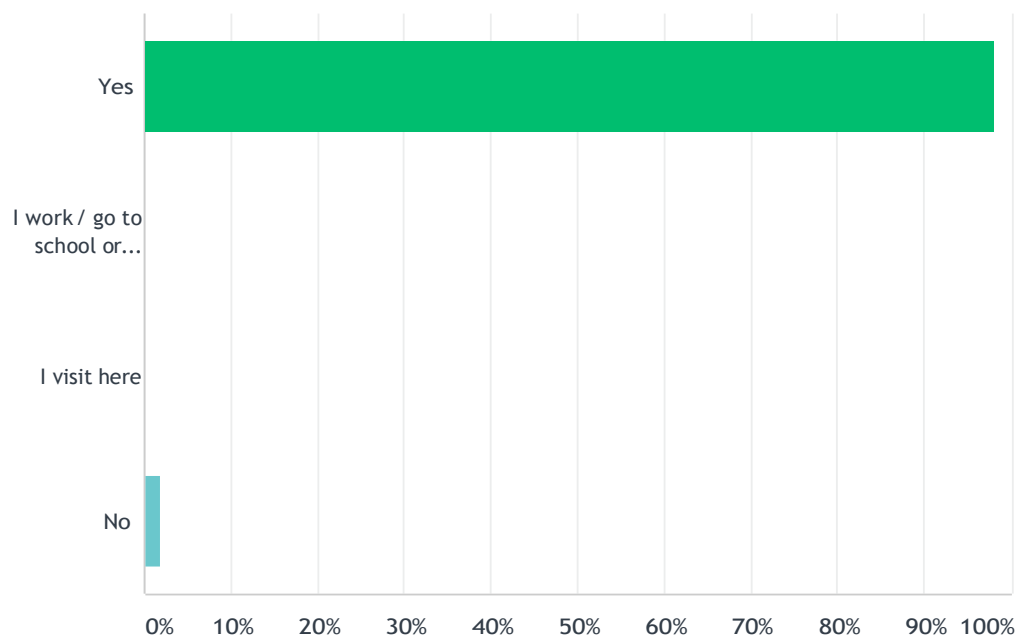
#	RESPONSES	DATE
1	I agree where this is directed at inconsiderate use of skate boards, etc. but how does one define inconsiderate?	1/18/2021 3:20 PM
2	It's a pity that this is necessary, but I have seen evidence of anti-social and offensive behaviour by persons who appear to have no sense whatever of consideration for others or civic pride, so "self-regulation" is clearly no longer effective.	1/10/2021 1:56 PM
3	I think we should consider bicycle exercise in parks at specific times	1/9/2021 6:57 PM
4	E Scooters are becoming an increasing problem everywhere. Need more laws/rules in terms of their usage generally as youngsters are getting hold of them and most of which have no licence or experience of driving anything to use them.	1/9/2021 6:19 PM
5	Court time is expensive and takes too long—better to fine people on the spot and then punishment is instant	1/9/2021 3:27 PM
6	Who define's the criteria for what some people define as Anti Social Behaviour. And other as reasonable activity.	1/9/2021 2:53 PM
7	Was not aware that fishing was not allowed at Warrior Park Pond ? , see fishermen there all the time ?	1/9/2021 9:32 AM
8	If the council provides security and actually carries out PSPO I think it will improve the town. It's one thing to talk and vote on it but it needs to be put into practice.	1/8/2021 6:56 PM
9	https://www.wandering-bird.com/french-aires/ There is a missing opportunity to encourage motorhomes to use the facilities we have in the town. We have the National Royal Naval Museum here in the town and the leisure facilities in terms of shopping, restaurants and Public Houses all within the marina area. We even have an area which could be created as an Aire with the Marina Area. The strip of land running down Maritime Ave which overlooks the Marina and is currently fenced off. All that is required to create an aire is some level parking, a source of drinking water and some refuse bins. A charge could be placed for parking and time-limited to 24 hours. If you wanted to make it more inclusive a barrier could be installed to ensure that only motorhomes are allowed to park within this area. On some continental aires, electricity is even available at a charge. Having extensively toured on the continent in our motorhome and used Aires or there equivalent in several countries it is about time we see opportunities and not problems with motorhomes. It is likely with the situation we are currently having with Covid (Plus Brexit) we will get a lot of Motor-homers will choose to stay-cation and we could attract people bringing income into the town. Yes, I realise it takes commitment and funds but this is an opportunity to put Hartlepool on the map with National Press Coverage. Campsite visitor spending revealed in a new report A new report has found people who stay on UK campsites – motor-homers, campervanners, caravanners and campers as well as those who have holiday homes or holiday in rented accommodation on the sites – spend some £9.3bn a year. The report, called Pitching the Value, is the first UK-wide holiday park and campsite sector economic report. https://www.outandaboutlive.co.uk/motorhomes/news/campsite-visitor-spending-revealed-in-new-report . Let us think positively about the opportunities motorhomes are not a problem they are an opportunity.	1/8/2021 5:58 PM
10	No	1/8/2021 4:18 PM
11	People are using devices recklessly and without concern for the safety of the general public or animals.	1/8/2021 3:27 PM
12	Such use is dangerous- escooters have proven this, camping results in unreasonable discard of refuse, and damage to managed grasses areas.	1/8/2021 3:16 PM
13	The bye laws on the reverse of notice boards in Ward Jackson Park and the faded notices at all entrances show Ward Jackson Park to be a pedestrian area. This makes it a safe area for young children to be able to play, groups of people with visual or mobility impairments to be able to walk around or stand. Now the promenade at Seaton is also part of the national cycle path it is no longer as safe for pedestrians. I know the cycling lobby is very strong but there should still be places safe for pedestrians of all ages and abilities. Please do as other authorities do and place signs at the entrance of Ward Jackson Park asking Cyclists to dismount.	12/22/2020 3:50 PM
14	How will this be regulated	12/19/2020 5:07 PM
15	Na	12/18/2020 9:19 PM
16	This appears to be at odds with the council permitting the Seahorse coffee shop to sell alcohol. Is there a joined up policy ?	12/18/2020 9:16 PM

Public Spaces Protection Orders

17	I think the GINGER scooter where an excellent idea and would have to see them not come back. They provided something different to the area - I don't agree that they were ever a nuisance.	12/18/2020 9:10 PM
18	Joint cycle and pedestrian paths (ie; Seaton Promonafe) should have a speed limit posted (say 15 mph).	12/18/2020 3:01 PM
19	Electric scooters are a danger to pedestrians. Mostly used by youths who have no respect or regard for public safety.	12/18/2020 2:48 PM
20	May need to dedicate areas for the scooters/skateboards etc. Who will judge whether it is causing annoyance etc.	12/18/2020 2:19 PM

Q5 Do you live in Hartlepool?

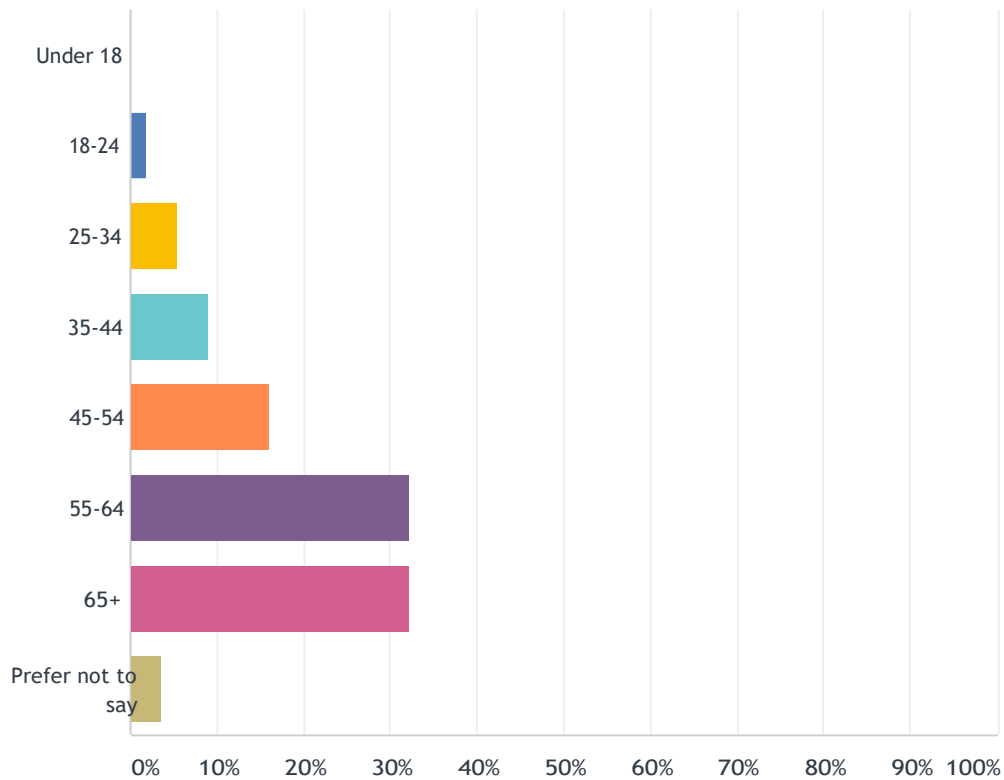
Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	98.21%	55
I work / go to school or college here	0.00%	0
I visit here	0.00%	0
No	1.79%	1
TOTAL		56

Q6 What is your age?

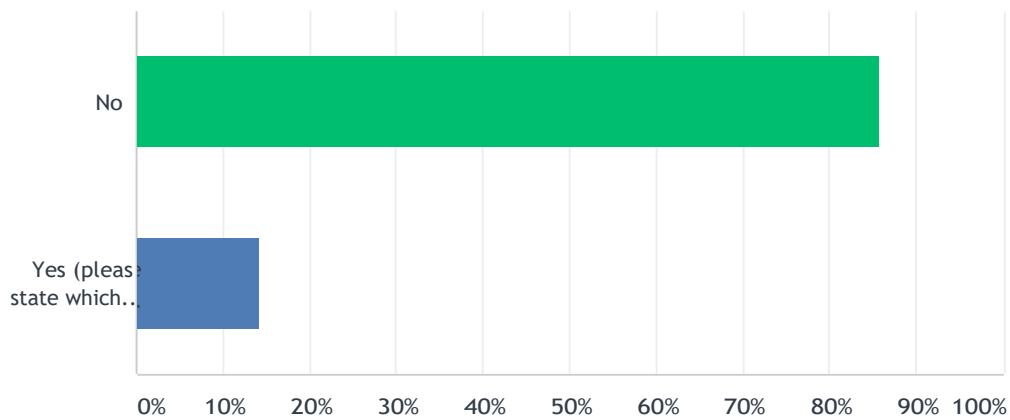
Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	1.79%	1
25-34	5.36%	3
35-44	8.93%	5
45-54	16.07%	9
55-64	32.14%	18
65+	32.14%	18
Prefer not to say	3.57%	2
TOTAL		56

Q7 Are you a member of a "Friends of..." group for any of the locations mentioned in this survey?

Answered: 56 Skipped: 2



ANSWER CHOICES	RESPONSES	
No	85.71%	48
Yes (please state which group)	14.29%	8
Total Respondents: 56		

#	YES (PLEASE STATE WHICH GROUP)	DATE
1	Seaton Carew	1/12/2021 6:09 PM
2	Park	1/9/2021 11:23 PM
3	Rossmere Park	1/8/2021 6:57 PM
4	Seaton carew	12/31/2020 11:31 AM
5	Friends of Ward Jackson Park,	12/22/2020 3:51 PM
6	seaton	12/19/2020 12:54 AM
7	Seaton carew	12/18/2020 9:19 PM
8	Seaton Carew	12/18/2020 9:01 PM

NEIGHBOURHOOD SERVICES COMMITTEE

19th March 2021



Report of: Assistant Director (Place Management)

Subject: DISCOUNT MARKET SALES HOUSING POLICY

1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 Key Decision (test (ii)). General Exception applies because, it being impracticable to defer the decision described below until it has been included in the next forward plan and until the start of the first month to which the next forward plan relates, Notice is hereby given of the following decisions proposed to be taken pursuant to rule 20 of the Access to Information Procedure rules.

2. PURPOSE OF REPORT

- 2.1 To seek Committee approval for the proposed Discount Market Sales Housing (DMSH) policy.

3. BACKGROUND

- 3.1 Discount Market Sales Housing (DMSH) is a type of affordable housing permitted by the National Planning Policy Framework (NPPF). DMSH properties are dwellings sold at a percentage (of no less than 20%) off the market sales value to enable purchasers who would otherwise be unable to afford the products to access the housing market. The properties must remain as affordable units in perpetuity and eligibility criteria must always be met, including in future sales.
- 3.2 Given this is a new type of affordable housing it is necessary for the Council to have a Policy which guides the delivery and future retention of the properties as affordable housing. As such members are asked to approve the Discount Market Sales Housing Policy (**Appendix 1**).
- 3.3 Until recently no DMSH properties had been approved in developments in Hartlepool. However, Quarry Farm 2 has an element of DMSH included and the developer is starting to deliver on site. Upper Warren, which was minded to approve at Planning Committee in February 2021 (subject to the completion of a section 106 legal agreement) will also include 51 DMSH properties on site.

- 3.4 Other developers are also expressing an interest in delivering DMSH properties and as such the introduction of DMSH properties on developments has necessitated the need to create an application form and a Policy to ensure that the properties remain as affordable units in perpetuity.
- 3.5 The Council needs to keep a register of the DMSH properties within the Borough to ensure first sales go to eligible people and also to ensure resales follow an established procedure and remain as affordable units, benefiting those in need of affordable housing.
- 3.6 DMSH properties represent an element of private developers' contribution to affordable housing through a planning obligation. DMSH properties are subject to covenants contained in a Section 106 Agreement linked to the development.
- 3.7 The proposed policy document includes the following:
- Percentage Discount
 - Making an application
 - Responsible Borrowing
 - Setting affordable values
 - Eligibility Criteria – Affordability and Local Connection
 - Prioritising Applicants
 - Re-sales (disposal)
 - Legal Implications
 - Rental Option – in exceptional circumstances and in agreement with the Council
 - Appeals process
- 3.8 Section 106 agreements will always set out key requirements for each development in terms of the level of discount from the market value (this will alter depending on the values in locality of the development and local incomes).
- 3.9 In line with national guidance the discount will always be at least 20% below the market value. The legal agreement will also include eligibility criteria in terms of a local connection (living within a specified area) and affordability (unable to purchase the property without the benefit of the discount).
- 3.10 Developers will be required to ensure potential purchasers adhere to these terms and ensure purchasers complete the relevant application form, providing supporting details such as Decision in Principle (DiP) letters from mortgage lenders, statements from independent financial advisors as to the person's ability to afford a unit, proof of address and proof of income.
- 3.11 The Council will need to keep a register of each property brought forward as a DMSH property. The properties will also be registered on the Proprietorship Register at the Land Registry. The Policy attached at **Appendix 1** also provides details regarding future sales of these units and requirements which must be adhered to ensure the units remain affordable in perpetuity.

4. PROPOSALS

- 4.1 The proposed policy is appended to this report (**Appendix 1**)

5. RISK IMPLICATIONS

- 5.1 There is a risk that without a robust Policy and register in place, future sales of these affordable homes could go to ineligible occupants who do not meet the criteria required to ensure the homes stay affordable in perpetuity.

6. FINANCIAL CONSIDERATIONS

- 6.1 It is not anticipated that the delivery of DMSH will add any financial burdens onto the Council.

7. LEGAL CONSIDERATIONS

- 7.1 The delivery of any DMV properties would be subject to a Section 106 agreement under the Town and Country Planning Act 1990.

8. STAFF CONSIDERATIONS

- 8.1 The development of this policy has been undertaken by officers within Planning Policy, Housing Strategy and Housing Services. Going forward there will be an additional workload on staff.
- 8.2 The main elements of workload will involve the maintenance of a system to keep a record of DMSH properties across the town and checking that applications are being dealt with correctly by the developers to ensure potential purchasers meet all of the relevant eligibility criteria.
- 8.3 It is proposed that the officers in the respective departments will continue to deal with future applications involving DMSH. Workload and ability to deal with the level of work will be monitored.

9. OTHER CONSIDERATIONS

Child/Family Poverty Considerations	See Appendix 2
Equality and Diversity Considerations	See Appendix 3
Consultation	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Asset Management Considerations	No relevant issues

10. RECOMMENDATIONS

- 10.1 That Members endorse the Discount Market Sales Housing Policy attached at **Appendix 1**

11. REASONS FOR RECOMMENDATIONS

- 11.1 To ensure there is a robust policy in place which will guide the delivery and retention of the DMSH properties.

12. BACKGROUND PAPERS

- 12.1 Policy Hsg9 of the Hartlepool Local Plan requirements developments, where viable, to provide 18% affordable housing. The Local Plan can be viewed at the link below:

https://www.hartlepool.gov.uk/downloads/file/4393/hartlepool_local_plan_-_adopted_may_2018pdf

- 12.2 Housing need is one of the key elements assessed in preparing a Local Plan. The Hartlepool Strategic Housing Market Assessment (SHMA) 2015 was produced to inform the development of the Local Plan. The SHMA identifies the affordable housing need in the Borough. It can be viewed at the following link:

https://www.hartlepool.gov.uk/downloads/file/423/strategic_housing_market_assessment_2015_-_march_2015

13. CONTACT OFFICER

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Sign Off:-

- Director of Resources and Development
- Chief Solicitor/Monitoring Officer



Hartlepool Borough Council – Discount Market Sales Housing Policy

Background

Discount Market Sales Housing (DMSH)¹ is a form of ‘intermediate’ affordable housing outlined within the National Planning Policy Framework (Annex 2), and offers an alternative to shared ownership schemes.

DMSH Affordable housing has been developed with the aim of increasing home ownership and to aid those who would otherwise not be able to afford a home to get onto the housing ladder.

With DMSH properties the purchaser owns their home outright and the owner is responsible for all repair and maintenance costs.

DMSH represent private developers’ contribution to affordable housing through a planning obligation. DMSH are subject to covenants contained in a Section 106 Agreement (S106 of the Town and Country Planning Act, 1990). This policy document establishes the detailed terms and conditions relating to Discount Market Sales affordable housing which will be secured within Section 106 Agreements, which are binding in perpetuity upon the owner of any DMSH, and upon any other party with an interest in the land i.e. a Mortgagee.

The Council will keep a record of purchasers of Discounted Market Sale Housing.

Properties for discount market sale will be advertised via the developers website (in terms of new build DMSH properties), agreed web-based homes sales platforms (such as Right Move, Zoopla, Purple Bricks or other as agreed), Tees Valley Home Finder and the Council’s websites (in the case of future sales of the DMSH properties).

Percentage Discount

The policy seeks to ensure DMSH properties remain within reach of people on local incomes but without making schemes economically unviable. This is achieved through a percentage discount.

DMSH will be sold at an appropriate discount of at least 20% from the open market value depending on its value and location and based on median earnings in Hartlepool. The initial price and each subsequent resale is subject to the same percentage discount.

Each development will be considered on its own merits and the level of discount applied will be agreed with the developers at the s106 stage, taking into account the

¹ Discount Market Sale Housing – As defined within Annex 2 of the 2019 National Planning Policy Framework

market values of the properties in the area and the level of discount needed to ensure that the properties are affordable.

Making an application

All applications for DMSH properties must be made through the developer or owner's agent or directly to the Council. The developer or owner's agent will forward completed application forms to the Council for approval. These will be kept on record.

Responsible Borrowing

An applicant should provide the developer/owner/Council with a Mortgage Affordability Statement from a reputable lender. Savings, equity in an existing property, and any financial assistance to be provided (usually from the applicant's family) will also be taken into account to determine the applicant's obtainable funds.

Setting Affordable Values

The open market value of any DMSH property shall be determined between the developer and the Council. In the event the open market value of a unit can't be agreed upon the developer will be required to submit two valuations from RICS qualified valuers and the open market value shall be the average of the two. Upon each subsequent re-sale the vendor will need to provide the Council with two valuations for approval. In the event of a dispute over the valuation, an independent RICS qualified valuer will be appointed, whose decision will be final.

The developer will be required to enter into a S106 Agreement, setting out the numbers of units to be involved in the Discounted Market Sale scheme, the affordable housing discount and the qualifying criteria.

Eligibility Criteria – Affordability and Local Connection

Applicants for DMSH need to fulfil certain criteria in relation to his affordability and local connection.

The gross annual income for the total household should not exceed 45% of the discount market value of the property

The DMSH property must be the sole residence and would have to be the only home of the purchaser (they cannot be purchased as buy to let)

The DMSH properties could not be sold as second homes or holiday lets.

This policy takes a 3 tiered approach to local connection and priority will go to:

1) An applicant who:

- i. Has lived in the ward where the development is located as his only or principal home for a continuous period of three years immediately prior to his proposed occupation of a DMSH property, or
- ii. Has a close family connection² with a person living in the identified Ward

Or, if such a person is not found (within 3 months of the property first being advertised)

2) If no person is found (within the time period set out above) then, a person;

- i. Who has lived in the administrative area of the Council as his only or principal home for a continuous period of six months out of the past twelve months or three years out of the past five years immediately prior to his proposed occupation of a DMSH property, or
- ii. Who has close family connection with a person living in the administrative area of the Council;
- iii. Whose last employment was as a member of HM Armed Forces or whose regular place of work is in the administrative area of the Council
- iv. Who is Key Worker³
- v. Who can evidence a contract of employment within Hartlepool or to be taken up within the administrative boundary of the Council

Or, if such a person is not found (within 6 months of the property first being advertised)

3) If no person is found (within the time period set out in 2 above) then, a person;

- i. Living outside of the administrative area of the Council.

Prioritising Applicants

Applicants are to apply for specific DMSH properties for sale through the developer or owner. This will usually be on a first come, first serve basis, linked to the eligibility criteria above

² Close family connection means: parent, child, grandparent, grandchild, or sibling

³ Key Worker is defined as someone who is permanently employed in the following professions; clinical NHS staff, teachers and nursery nurses in schools and further education or sixth form colleges; police officers and community support officers, fire fighters and any other uniform staff in the fire and rescue services

Where there is more than one eligible applicant with an equal additional priority for the same DMSH property, applications will be ranked by date and time of application.

Re-Sales (Disposal)

Disposal is a transfer or sale of a freehold or a leasehold or an agreement to make such a transfer or sale. Upon the prospective disposal of a DMSH property the owner must inform the Council's Strategic Asset Management Team in writing of their intention to sell and submit at least two valuations for the non-discounted Open Market Value of the property.

In the event that the valuations submitted by both parties do not correspond and an agreement cannot be reached between the two parties, the owner and / the Council has the right to request an independent valuation. The appointed valuer must be mutually agreed and be a member of the Royal Institute of Chartered Surveyors (RICS). The cost of appointing an independent valuer will be met by the vendor and the independent valuer's decision is final.

Further to an agreement on the non-discounted Open Market Value⁴, the owner may then market the property for sale with the same percentage discount which the developer agreed with the Council on the original development and which is secured within the legal agreement pertaining to that development. The resale value will be checked to ensure the discount has been applied.

Any prospective purchaser must apply to the Council for a Discounted Market Sale application form to ascertain his eligibility.

The Council will consider each case individually at its discretion.

Legal Implications

The s106 agreement shall provide that the obligations relating to DMSH properties will be protected by a restriction on the proprietorship register at the Land Registry of the registered title of the Discounted Sale property.

The Discount is not portable on moving property.

⁴ Open Market Value – the value the property would be marketed for if for sale without the benefit of the discount

Rental Option

On occasion an owner may need to rent out the property on a temporary basis. This needs to be approved by the Council, but can be agreed if the property is let to a qualifying person as set out within this Policy at an Affordable Rent⁵.

Appeals

The DMSH scheme will be administered in accordance with the provisions of this policy document. Therefore an appeals process is not applicable.

⁵ Affordable Rent – As defined within Annex 2 of the National Planning Policy Framework 2019 or future iterations of such Policy Document – the rent is set in accordance with the Government's rent policy for social rent or affordable rent, or is at least 20% below local market rents (including service charges where applicable)

1. Is this decision a Budget & Policy Framework or Key Decision? YES / <u>NO</u> If YES please answer question 2 below				
2. Will there be an impact of the decision requested in respect of Child and Family Poverty? <u>YES</u> / NO If YES please complete the matrix below				
GROUP	POSITIVE IMPACT	NEGATIVE IMPACT	NO IMPACT	REASON & EVIDENCE
Young working people aged 18 - 21	✓			Offering DMSH properties, which have a discount of at least 20% on the market value will hopefully make home ownership more accessible for young people who previously could not afford to access the housing market and home ownership
Those who are disabled or suffer from illness / mental illness			x	
Those with low educational attainment			x	
Those who are unemployed			x	
Those who are underemployed			x	
Children born into families in poverty			x	
Those who find difficulty in managing their finances			x	
Lone parents	✓			Potentially DMSH properties could open up opportunities for home ownership which lone parents may not previously have been able to consider
Those from minority ethnic backgrounds			x	

Poverty is measured in different ways. Will the policy / decision have an impact on child and family poverty and in what way?				
Poverty Measure (examples of poverty measures appended overleaf)	<u>POSITIVE IMPACT</u>	NEGATIVE IMPACT	NO IMPACT	REASON & EVIDENCE
Number of affordable houses built	✓			The Policy supports the delivery of new DMS affordable houses and will help ensure their retention in the future and also that they go to people in housing need who would otherwise be unable to afford them.
Overall impact of Policy / Decision				
<u>NO IMPACT / NO CHANGE</u>	✓	ADJUST / CHANGE POLICY / SERVICE		
ADVERSE IMPACT BUT CONTINUE		STOP / REMOVE POLICY / SERVICE		
Examples of Indicators that impact of Child and Family Poverty.				
Economic				
Children in Low Income Families (%)				
Children in Working Households (%)				
Overall employment rate (%)				
Proportion of young people who are NEET				
Adults with Learning difficulties in employment				
Education				
Free School meals attainment gap (key stage 2 and key stage 4)				
Gap in progression to higher education FSM / Non FSM				
Achievement gap between disadvantaged pupils and all pupils (key stage 2 and key stage 4)				
Housing				
Average time taken to process Housing Benefit / Council tax benefit claims				
Number of affordable homes built				
Health				
Prevalence of underweight children in reception year				
Prevalence of obese children in reception year				
Prevalence of underweight children in year 6				
Prevalence of obese children in reception year 6				
Life expectancy				

EQUALITY AND DIVERSITY IMPACT ASSESSMENT FORM

Department	Division	Section	Owner/Officer
Neighbourhoods and Regulatory Services	Planning Services	Planning Policy	Matthew King
Service, policy, practice being reviewed/changed or planned	New Discount Market Sales Housing Policy		
Why are you making the change?	Required due to Discount Market Sales Housing affordable homes being delivered on developments in Hartlepool. Policy is needed to ensure the DMSH properties go to eligible households in terms of location and income and that the units remain as affordable units, with the appropriate discount, in perpetuity.		
How might this impact (positively/negatively) on people who share protected characteristics?			
		Please tick	
		POSITIVELY	NEGATIVELY
Age		✓	
The delivery of DMSH properties on housing developments should have a positive impact on younger people as it should mean home ownership becomes achievable where previously it may not have been financially within their reach.			
Disability			
N/A			
Gender Re-assignment			
N/A			
Race			
N/A			
Religion			
N/A			
Gender			
N/A			
Sexual Orientation			
N/A			
Marriage & Civil Partnership			
N/A			
Pregnancy & Maternity			
N/A			
Has there been consultation /is consultation planned with people who will be affected by this policy? How has this affected your decision making?	There is no requirement to consult on this. The Policy will only apply to those who purchase a DMSH property on a new development within Hartlepool or on future sales of those units. Putting the Policy in place will ensure purchasers are aware of the requirements regarding the purchase and future sale of the DMSH properties. Developers will be provided with the Policy if they have DMSH		

EQUALITY AND DIVERSITY IMPACT ASSESSMENT FORM

	<i>properties on their sites and will be expected to share it with potential purchasers.</i>		
As a result of your decision how can you mitigate negative/maximise positive outcomes and foster good relationships?	<i>No negative impacts to mitigate. Only impact identified is a positive impact on younger residents in terms of opening up affordable opportunities for homes ownership.</i>		
Describe how you will address and monitor the impact	1. No Impact - No Major Change <i>New Policy which has been identified as having a positive impact on younger people but with no other identified impacts.</i>		
	2. Adjust/Change Policy N/A		
	3. Adverse Impact but Continue as is N/A		
	4. Stop/Remove Policy/Proposal N/A		
Initial Assessment	10/02/21	Reviewed	00/00/00
Completed	11/02/21	Published	00/00/00

NEIGHBOURHOOD SERVICES COMMITTEE

19th March 2021



Report of: Assistant Director (Place Management)

Subject: 5 YEAR HIGHWAY MAINTENANCE PROGRAMME

1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 Key Decision test (i) and (ii) applies. Forward Plan Reference No. NRS 02/20.

2. PURPOSE OF REPORT

- 2.1 To seek approval for a 5 year Highway Maintenance Programme, determined by carriageway condition surveys and following Department for Transport recommended asset management processes.

3. BACKGROUND

- 3.1 The condition of the highway network is established primarily from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs). These inspections are carried out annually, by specialist contractors, in partnership with the other North of England Authorities. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life).
- 3.2 For the financial year 2021/2022 the capital grant allocation for highway maintenance is expected to be broadly similar to 2020/21 (£1,188,000), and the 5 year programme has been prepared assuming a similar level is allocated each year. It currently remains uncertain what impact COVID-19 will have on the funding allocations for 2021/2022.
- 3.3 Due to the large number of roads having the same condition rating, results are also supplemented by rating assessments, carried out in house on the basis of Highway Inspector's reports to determine the schemes that should be given priority within the 5 year programme. Consideration is also given to requests received from members of the public and Elected Members through the Community Forums or directly to Officers.

- 3.4 In October 2020, Neighbourhood Services Committee approved a revised one off scheme of works which sought to accelerate the existing programme following the receipt of additional grant funding totalling £925,000. This has resulted in a re-profiled five year programme for approval.
- 3.5 The roads and footways included in the maintenance programme are those that are in the most need of repair, as identified by the methods detailed above. The priorities, however, may change over the coming years, as one highway can deteriorate more quickly than another. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieves this through both planned and reactive maintenance based on an assessment of need, and making use of the latest available processes and techniques.

4. PROPOSALS

- 4.1 The 5-year programme attached at **Appendix 1** is based on the assumption that future year allocations will be of similar levels to this year.
- 4.2 Reconstruction works have been identified where other processes are not appropriate, and will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, which are cheaper but have a shorter term impact than full reconstruction, will be utilised. Main roads which carry higher volumes of traffic are resurfaced using Masterflex, which is a stone mastic asphalt material, whereas quieter, more lightly trafficked roads are done using Dense Bitumen Macadam (DBM).
- 4.3 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment.

5. RISK IMPLICATIONS

- 5.1 There may be a need to re-prioritise individual projects as a result of other areas of the network deteriorating quickly and requiring emergency works, which could require the programme to be adjusted.
- 5.2 It should be noted that the Council has finite resources available to support one-off Capital investment and these proposals will fully commit the available resources.

- 5.3 It currently remains uncertain what impact COVID-19 will have on the funding allocations for 2021/2022 and therefore a realignment of the programme may be required if the funding received is significantly lower than previous allocations.
- 5.4 Funding for 2022/23 and future years will be determined by the Government as part of the next Comprehensive Spending Review and the five year plan may need to be reviewed once future annual funding allocations are known.

6. FINANCIAL CONSIDERATIONS

- 6.1 The report enables this committee to approve the detailed schemes. These schemes will be funded primarily from the Structural Maintenance element of the Council's Local Transport Plan, as part of the capital grant allocation for highway maintenance (as at paragraph 3.2 of this report), giving an estimated total budget for 2021/2022 of approximately £1,185,000.

7. LEGAL CONSIDERATIONS

- 7.1 Temporary Prohibition of Driving Orders will be advertised, where necessary, to support the road closures required for the works.

8. CONSULTATION

- 8.1 The roads to be resurfaced are identified from detailed survey data, highway inspections and engineer's site visits. Any complaints raised throughout the year are also assessed to determine whether they should be considered for inclusion in the programme.

9. ASSET MANAGEMENT CONSIDERATIONS

- 9.1 The Asset Register will be updated to reflect the roads which are resurfaced.

10. OTHER CONSIDERATIONS

Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Section 17 of The Crime And Disorder Act 1998 Considerations	No relevant issues
Staff Considerations	No relevant issues

11. RECOMMENDATIONS

- 11.1 It is recommended that Members approve the proposed programme as shown in **Appendix 1**, and note that this will fully commit the funding available in 2021/2022.
- 11.2 It is recommended that Committee approves any changes to the proposed programme be delegated to the Director of Neighbourhoods and Regulatory Services, in consultation with the Chair of Neighbourhood Services Committee.

12. REASONS FOR RECOMMENDATIONS

- 12.1 To ensure that structural highway maintenance funding is prioritised to achieve maximum benefit from the available budget.

13. BACKGROUND PAPERS

- 13.1 None.

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Sign Off:-

Director of Policy and Finance



Chief Solicitor



Year 1 2021/22

Street	Location	Type	Cost Est.
A689	BV Way (Sections) plus lane 2 areas	Masterflex	£160,000
Dalton Piercy Rd	Cross roads towards village (Section)	DBM	£30,000
Boston Close	Full	DBM	£12,000
Wainfleet Road	Full	DBM	£23,000
Mowbray Road	Sections	Full R/C	£120,000
Tees Road	Power Station to boundary (Sections)	Masterflex	£80,000
Station Lane	Warrior Park Area	Masterflex	£85,000
Marina Way	Middleton Rd Roundabout	Masterflex	£90,000
Easington Road	A1086 (Former Saxon area)	Masterflex	£84,000
Thomlinson Rd	Section after Casebourne roundabout	Masterflex	£20,000
Worset Lane	Sections	DBM	£40,000
Osborne Road	Lister St to Park Rd	DBM	£25,000
Catcote Road	Sections Macaulay Road Area	Full	£120,000
Greenland Road	Joint replacement	DBM	£10,000
Tees Road	Elizabeth Way to De Havilland Way	Masterflex	£50,000
Cornwall Street	Full	DBM	£46,000
Peebles Avenue	Full	DBM	£23,000
Spearman Walk	Full	DBM	£18,000
Swanage Grove	Full	DBM	£15,000
Lulworth Grove	Full	DBM	£6,000
Elizabeth Way	East Section	Masterflex	£40,000
West View Road	Slip road (Bruntoft to King Oswy)	DBM	£33,000
Castleton Road	Farndale Rd to Bransdale Grove	DBM	£25,000
Marlowe Road	Swinburne Rd to Dryden Rd	Masterflex	£30,000

£1,185,000

Year 2 2022/23

Street	Location	Type	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc)		Masterflex	£200,000
Mowbray Road	Sections	Full R/C	£100,000
Tynebrooke Ave	Full	DBM	£30,000
Middleton Rd	Raby Rd to Lancaster Rd	Masterflex	£54,000
Jutland Road	Full	DBM	£26,000
Kesteven Road	Full	DBM	£80,000
Winthorpe Grove	Full	DBM	£15,000
Cowper Grove	Full	DBM	£10,000
Catcote Road	Sections	Full	£120,000
Worset Lane	Sections	DBM	£40,000
Dalton Piercy Road	A19 to Village	Masterflex	£98,000
Chester Road	Jesmond Rd to Thornhill Gdns	DBM	£32,000
Marina Way	Lanyard R'dabout	Masterflex	£90,000
Lansdowne Rd	Lister St to Park Rd	DBM	£34,000
Studland Drive	Full	DBM	£30,000
Tunstall Avenue	Full	DBM	£35,000
Bolton Grove	Full	DBM	£26,000
Hart Lane	Golf Course to Quarry	Masterflex	£55,000
Vicarage Row	Full	DBM	£9,000
Coal Lane	Sections	DBM	£30,000
Durham Street	Outside St. Helen's School	Masterflex	£45,000
Colwyn Road	Keswick St to Leyburn St	DBM	£26,000

£1,185,000

Year 3 2023/24

Street	Location	Type	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc)		Masterflex	£200,000
Old Cemetery Road	Full	DBM	£73,000
Tees Road	Mayfair to Power Station	Masterflex	£125,000
Fens Crescent	Full	DBM	£38,000
Manor Close	Full	DBM	£41,000
Acclom Street	Full	DBM	£9,000
Lancaster Road	Full inc cushions	DBM	£125,000
Earlsferry Road	Full	DBM	£28,000
Eaglesfield Road	Full	DBM	£45,000
Lightfoot Crescent	Full	DBM	£28,000
Radnor Grove	Full	DBM	£24,000
Manor Road	Full	DBM	£18,000
Ridlington Way	Full	DBM	£24,000
Edgar Street	Full	DBM	£12,000
Lizard Grove	Full	DBM	£15,000
Troutpool Close	Full	DBM	£14,000
Carroll Walk	Full	DBM	£33,000
Ivy Grove	Full	DBM	£24,000
Oxford Road	Stockton Rd to Leamington Parade	Masterflex	£38,000
Chichester Close	Cul-de-sacs	DBM	£23,000
Greatham Back Rd	Middle section	DBM	£30,000
Hart Village	A179 to western village entrance	DBM	£95,000
Minch Road	Full	DBM	£24,000
Newhaven Court	Full	DBM	£24,000
Malcolm Rd	Full	DBM	£15,000
Chaucer Ave	Full	DBM	£38,000
North Rd, Seaton	Full	DBM	£15,000
Bond Street	Full	DBM	£18,000
			<u>£1,196,000</u>

Year 4 2024/25

Street	Location	Type	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc)		Masterflex	£200,000
York Road	Raby Rd to Victoria Rd	Masterflex	£85,000
Brenda Rd	Seaton Lane to Tofts Farm	Masterflex	£150,000
Throston Grange Lane	(Eastern section)	Masterflex	£60,000
Seaton Lane	Brenda Rd to A689	Masterflex	£120,000
Casebourne Road	Full	DBM	£60,000
Friar Terrace	Full	DBM	£15,000
Moor Parade	Full	DBM	£66,000
Albion Terrace	Full	DBM	£60,000
York Place	Full	DBM	£60,000
Roxby Close	Full	DBM	£16,000
Grainger Street	Full	DBM	£18,000
Southgate	Full	DBM	£38,000
Thornhill Gdns	Full	DBM	£26,000
Kilmarnock Rd	Owton Manor Lane to Jedburgh Rd	Masterflex	£76,000
Parton Street	Full	DBM	£25,000
Stockton Road	Tanfield Rd to Loyalty Rd	Masterflex	£23,000
Victoria St, H'land	Full	DBM	£10,000
Bilsdale Road	Full	DBM	£24,000
Warkworth Drive	Full	DBM	£20,000
Johnson Street	Full	DBM	£16,000
Monkton Rd	Full	DBM	£20,000

£1,188,000

Year 5 2025/26

Street	Location	Type	Cost Est.
Sections of KRN subject to inspections (A689, A179, etc)		Masterflex	£200,000
A179	Marina Way – Cleveland Rd	Masterflex	£100,000
A689	Sappers Corner to Truro Drive	Masterflex	£150,000
Blakelock Rd	Full	Masterflex	£75,000
Durham St	Sections	Masterflex	£65,000
Heathfield Drive	Section	DBM	£45,000
Burn Road	Sections	Masterflex	£70,000
Cleveland Road	Full	Masterflex	£80,000
Warren Road	Section	DBM	£44,000
Oakland Avenue	Full	DBM	£35,000
Tanfield Road	Full	DBM	£20,000
Marlowe Road	Full	DBM	£45,000
Old School Lane	Sections	DBM	£50,000
Spalding Road	Cul-de-sac	DBM	£12,000
Marina Way	Asda Roundabout	Masterflex	£90,000
Graythorpe	Main road	Masterflex	£70,000
Throston Grange L	Sections	Masterflex	£34,000

£1,185,000**Notes:**

***1 Year 1 fixed. Some schemes in future years may need to be prioritised/ substituted due to other roads deteriorating more quickly.**

2 The estimates above are based on current prices on Annual Tender so costs likely to change when current contract renewed 2023/24 or if increase in material costs etc.

3 Estimates are based on HBC receiving the same budget allowance year on year.

NEIGHBOURHOOD SERVICES COMMITTEE

19th March 2021



Report of: Assistant Director (Place Management)

Subject: AUTHORITIES MONITORING REPORT 2019/20

1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non key decision. Part of the Budget and Policy Framework.

2. PURPOSE OF REPORT

2.1 The purpose of this report is to inform Regeneration Services Committee of the Authorities Monitoring Report (AMR) 2019/20.

3. BACKGROUND

3.1 The AMR is a statutory Local development Framework (LDF) document produced annually by Planning Services on behalf of the Council. It reviews the progress made on the implementation of policies in the Local Plan and generally assesses their effectiveness and the extent to which they are being implemented.

3.1.2 The AMR is published on the Council's website.

3.1.3 The AMR is attached at **Appendix 1** to this report.

3.1.4 The report itself is split up into separate headings which are summarised in key themes.

3.2 Housing

3.2.1 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.

3.2.2 The adopted Local Plan identifies an assessed need of 287 dwellings per annum which takes into account the predicted household projections over the next 15 years up to 2031 as well as backlog from previous years and aspirations of the Tees Valley Combined Authority to create more jobs.

- 3.2.3 The plan sets an average 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.
- 3.2.4 This report covers the first phase of the Local plan housing trajectory which sets a baseline delivery target of 350 dwellings/annum. A gross total of 254 new build homes were delivered this year.
- 3.2.5 There were no demolitions of permanent dwellings hence the net delivery is 254 homes/annum.
- 3.2.6 254 properties is below the baseline delivery target and the Objectively Assessed Need (OAN) of 287 dwellings/annum. This delivery has increased the net shortfall over the last three years from 85 in 2017/18 to 160 dwellings this year.
- 3.2.7 It is anticipated that the shortfall will be addressed in the coming years by the ongoing building progress on various housing sites. More sites were also granted planning permission this year and building on these sites is expected to commence early next year.
- 3.2.8 It is therefore expected that housing delivery will increase next year and the coming years to meet the annual delivery target. The annual target of 350 dwellings for the first 5 year period of the plan is therefore still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies.
- 3.2.9 This year a total of 74 affordable homes (56 houses, 18 bungalows) were delivered on target.
- 3.2.10 This year the set target of 74 affordable homes per annum was met for the first time since 2016/17.
- 3.2.11 The Council will continue to support the delivery of additional affordable housing through building on council-owned land, partnership working with Registered Providers and through securing affordable housing contributions as part of private residential developments.

3.3 **Economy, Employment, Town Centre, Tourism**

- 3.3.1 There is no recorded loss of employment land this year and no new employment land uptake either.
- 3.3.2 There is therefore no change in the amount of available employment land and it remains at 197.2ha.
- 3.3.3 All industrial activities and businesses are on-going with only one business (Omega Plastics) closing down at Queens Meadow leaving vacant floor space area of 905.8m². There is no recorded unjustified employment land take up at non-allocated sites hence the employment policies are being implemented and there is therefore no need for review.

- 3.3.4 The town centre still continues to develop as a retail hub with A1 and A2 uses accounting for well over 50% of all uses in the town centre.
- 3.3.5 The town centre vacancy rate in terms of floor space has increased this year to 14.9% from 12% the previous year. This is the highest it has been in the past five years.
- 3.3.6 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.
- 3.3.7 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.
- 3.3.8 Tourism policies are being implemented and there is currently no need for review.

3.4 **Environmental Quality**

Natural Environment

- 3.4.1 This year there have been no losses or gains in biodiversity habitat in international, national or local sites ecological/wildlife sites.
- 3.4.2 However, High Newton Hanzard Verges, a designated local wildlife site 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 Tees Valley Nature Partnership Natural Assets Working Group (TVNP). When the deletion is actioned by TVNP this will constitute loss of habitat and will be recorded then.
- 3.4.3 There is no need to revise any natural environment or wildlife conservation policies as they are being successfully implemented.

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

- 3.5.1 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.
- 3.5.2 There is only one development approved outside the limits to development at Three Gates Farm in Dalton Percy. However, it is justified as it relates to an existing rural business and rural policies promote growth and diversification of the rural economy.
- 3.5.3 There were no permitted unjustified residential developments in the countryside outside limits to development.

- 3.5.4 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.
- 3.5.5 This year the council has published a total of 13 historic buildings at risk i.e. 1 by Grade 1, 10 by Grade 2 and 2 by locally listed. This list highlights vulnerable heritage assets across the borough.
- 3.5.6 There has been no Conservation Area Appraisal this year but work is still on going on reviewing the Seaton Carew Conservation Area Appraisal.

3.6 **Waste, Renewable Energy**

- 3.6.1 The total amount of waste arising this year decreased in comparison to last year. The proportion of recycled or composted waste has slightly increased this year from last year's 33.5% to 33.62% this year. The Council introduced comingled recycling collections in 2012, which, whilst making recycling easier for residents, had an impact on the quality of material collected.

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

- 3.7.1 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.
- 3.7.2 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. This year a total length of 3.97km of cycleway was improved i.e. at Bishop Cuthbert and A689 to Brenda Road. No new cycleways or roads were created and none were diverted or extinguished.
- 3.7.3 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.
- 3.7.4 This year 5.17 km of coastal path was created and improvement works on 0.3 km of coastal path were completed.

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

- 3.8.1 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 the AMR.

- 3.8.2 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 the AMR.
- 3.8.3 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 the AMR.
- 3.8.4 In this reporting year 2019/2020, the council received a total of £762,300.35 developer contributions. There is a total of 11 signed S106 agreements from large housing developments across the Borough. Appendices 5 and 6 of the AMR show the breakdown of the S106 funds.

4. PROPOSALS

- 4.1 It is proposed that the 2019/2020 Authorities Monitoring Report is endorsed.

5. OTHER CONSIDERATIONS

Risk Implications	No relevant issues
Financial Considerations	No relevant issues
Consultation	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

6. LEGAL CONSIDERATIONS

- 6.1 There is a statutory duty on the authority to publish an AMR on an annual basis. There are no other legal considerations in endorsing the AMR.

7. SECTION 17 OF THE CRIME AND DISORDER ACT 1998 CONSIDERATIONS

- 7.1 The Crime and Disorder Act 1998 requires local authorities to consider crime and disorder reduction in the exercise of all their duties, activities and decision-making. The Council is committed to securing safe and secure environments within the borough. Safety and security is a key consideration when assessing planning applications; however the issue is not of relevance in endorsing the AMR.

8. RECOMMENDATIONS

- 8.1 That Members note the content of the report and endorse it as part of the Local Development Framework.

9. REASONS FOR RECOMMENDATIONS

- 9.1 This AMR will form part of the planning policy framework and will provide detailed assessment of planning policies and their implementation. This will assist in identifying those policies that are not robust and either need reviewing to ensure that they are implemented or they are in future excluded from the Local Plan.

10. BACKGROUND PAPERS

The Adopted Hartlepool Local Plan (2018)

https://www.hartlepool.gov.uk/downloads/file/4393/hartlepool_local_plan_-_adopted_may_2018pdf

Infrastructure Funding Statement (IFS) 2019 – 2020

https://www.hartlepool.gov.uk/downloads/download/1423/11_infrastructure_funding

2020 Housing review and 5Year Housing Land Supply Report

https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report

The Planning and Compulsory Purchase Act 2004

<http://www.legislation.gov.uk/ukpga/2004/5/contents>

The Town and Country Planning (Local Planning) (England) Regulations 2012. <http://www.legislation.gov.uk/uksi/2012/767/contents/made>

The National Planning Policy Framework (2019)

<http://planningguidance.communities.gov.uk/blog/policy/>

16. CONTACT OFFICER

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Sign Off:-

- Director of Resources and Development
- Chief Solicitor/Monitoring Officer





Hartlepool Borough Council Local Development Framework

Authorities Monitoring Report

2019 - 2020

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EXECUTIVE SUMMARY

Introduction

This Authorities Monitoring Report (AMR) covers the financial year 2019/20 and is the second 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 2019 to 31st March 2020. It reviews the progress made on the implementation of the Local Development Scheme (LDS) and generally assesses the effectiveness of planning policies 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 gross total of 254 new build homes were delivered this year i.e. 61.6% from greenfield sites such as Tunstall Farm, Wynyard, Coniscliffe Rise and 38.4% from brownfield sites such as Britmag and Raby Gardens. There were no demolitions of permanent dwellings hence the net delivery is 254 homes/annum. It is below the baseline delivery target and the Objectively Assessed Need (OAN) of 287 dwellings/annum. This delivery has increased the net shortfall over the last three years from 85 in 2017/18 to 160 dwellings this year.

It is anticipated that the shortfall will be addressed in the coming years by the ongoing building progress on various housing sites. More sites were granted planning permission this year and these include Duchy in Wynyard, Former Brierton School Site, Seaton Meadows and Station Road at Greatham and altogether will add a gross total of 280 additional dwellings. Building on these sites is expected to commence early next year. It is also anticipated that building at Quarry Farm 2 with planning permission for 220 dwellings will commence 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. It is therefore expected that housing delivery will increase next year and the coming years to meet the annual delivery target. The annual target of 350 dwellings is therefore still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies.

This year a total of 74 affordable homes (i.e. 56 houses, 18 bungalows) were delivered on target. They were mainly from the Former Health Centre at Caroline Street, Raby Gardens Phase 2, Marine Point, The Mayfair Centre, Tunstall Farm and refurbished homes from various locations. This year the set target of 74 affordable homes/annum was met for the first time since 2016/17. Of the 74 homes delivered; 60 are new builds (81.1%), 13 refurbished (17.6%) and 1 old build which was purchased outright. 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. This year planning permissions were granted for 36 affordable homes in Greatham at Station Road and 81 affordable bungalows at the Former Brierton School site and building has commenced on both sites. It is therefore anticipated that next year there will be good levels of delivery of affordable homes and bungalows in the Borough.

Economy, Employment, Town Centre, Tourism

There is no recorded loss of employment land this year and no new employment land uptake either. There is therefore no change in the amount of available employment land and it remains at 197.2ha. All industrial activities and businesses are on-going with only one business (Omega Plastics) closing down at Queens Meadow leaving vacant floor space area of 905.8m². There is no recorded unjustified employment land take up at non-allocated sites hence the employment policies are being implemented and there is therefore no need for review.

The town centre still continues to develop as a retail hub with A1 and A2 uses accounting for well over 50% of all uses in the town centre. There have been no town centre use completions recorded outside of the town centre boundary. The town centre vacancy rate in terms of floorspace has increased this year to 14.9% from 12% the previous year. 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. 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. This year planning permission was granted at the derelict building the Wesley Chapel in the town centre 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 5 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). One leisure-related application was granted in the countryside at Summerhill for recreation in line with rural policies that promote tourism in the rural area. Tourism policies are being implemented and there is currently no need for review.

Environmental Quality

Natural Environment

This year there have been no losses or gains in biodiversity habitat in international, national or local sites ecological/wildlife sites. However, High Newton Hanzard Verges, a designated local wildlife site 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 Tees Valley Nature Partnership Natural Assets Working Group (TVNP). When the deletion is actioned by TVNP this will constitute loss of habitat and will be recorded then.

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. Including cycleways, a total of £54,940.00 has been sought and secured through S106 agreements and a total of £44,842.09 has been received this year for green infrastructure (Appendix 5 and 6).

There has been no overall loss or detrimental change to allocated places of biodiversity importance. There is no need to revise any natural environment or wildlife conservation policies as they are being successfully implemented.

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 is only one development approved outside the limits to development at Three Gates Farm in Dalton Percy. However, it is justified as it relates to an existing rural business and rural policies promote growth and diversification of the rural economy hence this is positive development in the rural area. There were no permitted

unjustified residential developments in the countryside outside limits to development. 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.

This year the council has published a total of 13 historic buildings at risk i.e. 1 by Grade 1, 10 by Grade 2 and 2 by locally listed. 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 last year. The proportion of recycled or composted waste has slightly increased this year from last year's 33.5% to 33.62% this year. The Council introduced comingled 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 main areas of the borough. 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. This year a total length of 3.97km of cycleway was improved i.e. at Bishop Cuthbert and A689 to Brenda Road. No new cycleways or roads were created and none were diverted or extinguished.

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. Through planning applications for housing at Wynyard and the South West extension, the council has secured and received a total of approximately £109,460.00 in developer contributions towards delivering sustainable modes of travelling and this includes cycle routes on these sites and ensuring they are connected to the existing cycle network.

This year 5.17 km of coastal path was created and improvement works on 0.3 km of coastal path were done at Tees Road/A178, Graythorp Industrial Estate, Conoco Phillips and Greatham Creek. Improvement works were done on permissive paths at Springwell Community Woodland in Clavering. Considerable amount of work has started on improvement and creation of more public footpaths and this is expected to be complete next year.

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.

In this reporting year 2019/2020, the council received a total of £762,300.35 developer contributions (excluding interest) and £764,473.51 (including interest). There were a total of 11 signed S106 agreements (with a value of £1,309,257.03) from large housing developments across the Borough. 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 (2019/2020) 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.¹ The LDDs set out the spatial planning strategy for Hartlepool. The 2012 regulations² 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 Report³ (AMR) which assesses the implementation of the Local Development Scheme, the extent to which policies in the LDDs

¹ 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.

² Town and Country Planning (Local Planning) (England) Regulations 2012

³ 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.⁴

Diagram 1: Hartlepool Local Development Framework

LOCAL DEVELOPMENT FRAMEWORK A portfolio of local development and other documents												Other Documents	
Local Development Documents													
Development Plan Documents				Supplementary Planning Documents									
Hartlepool Local Plan	Tees Valley Minerals & Waste DPD	Hartlepool Local Plan - Policies Map	Neighbourhood Plans	Travel Plans and Transport Assessments SPD	Hartlepool Green Infrastructure SPD	Trees and Development SPD	Planning Obligations SPD	Shop Fronts SPD	Residential Design SPD	New Dwellings outside of Development Limits SPD	Seaton Carew Masterplan SPD	Statement of Community Involvement	Authorities Monitoring Report
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 Reports⁵. 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

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

⁵ 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 2019 to 31st March 2020, 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 0.5% from 93,200 to 93,700 (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). The Tees valley sub region's population increased by 0.3%, the regional population by 0.4% and the national population by 0.5%.

Table 1: Population

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

Source: NOMIS, Official Labour Market Statistics, 2020

Table 2: Population Proportions in the Tees Valley Sub region

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

Source: NOMIS, Official Labour Market Statistics, 2020

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 25th most deprived Local Authority in England. This is an improvement in comparison to the previous 2015 IMD which ranked Hartlepool at 18th. At a sub-regional level, Hartlepool is better than Middlesbrough which ranked 16th. At 113 Stockton Tees has the highest rank in the Tees Valley, followed by Darlington at 103rd and Redcar at 62nd.
- 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 1st nationally. In terms of the first decile, Darlington is the least deprived in the Tees Valley, ranking

47th, followed by Stockton ranking 39th and Redcar and Cleveland ranking 29th 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 Hartlepool has evolved into a place which has an appeal for people to live, work and visit. Its successes include a multi-million pound 500 berth marina and a comprehensive range of eating establishments predominantly situated in Hartlepool Marina – developing a night-time economy. The National Museum of the Royal Navy have taken over and rebranded the former Hartlepool Maritime Experience with exciting plans to invest in new attractions and events to significantly boost visitor numbers.
- 2.11 Work is continuing on the redevelopment of the Hartlepool Waterfront (Former Jacksons Landing site). A £1.4m linear Park has recently been completed on the South side of the site. Site Investigations have commenced to inform the future redevelopment of the site. A Memorandum of Understanding has been signed with the National Museum of the Royal Navy evidencing their commitment to working in partnership towards the long term redevelopment of the area, which includes the creation of a major visitor attraction, hotel and leisure facilities. £20m has been secured from the Tees Valley Combined Authority to help deliver the first phases of development. Feasibility work is continuing on the detailed proposals.
- 2.12 Regarding Seaton Carew regeneration, the £1.3m Seaton Carew Coastal Transformation Project has been successfully delivered with the creation of a new outdoor leisure park with children's play facilities and water jets, environmental improvements, the installation of "The Waves" public art sculpture and the refurbishment of the Grade II Listed Bus Station and Clock Tower. The derelict Longscar Building has also been demolished and cleared. The Crazy Golf course has been completed and opened to the public this summer. The Longscar Hall demolition has created opportunities for future development on the site.
- 2.13 Shades is progressing with further works to get it project ready in the ISQ area, funding for the film studios has been approved. The waterfront site is still progressing and architects have been appointed. Developments continue on the Fairground Site for car parking and there are further projects to enhance the attractiveness and character of the seaside resort to visitors and to protect the Conservation Area.

Economy and Employment

- 2.14 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. At 7.2%, Hartlepool has the highest unemployment rate and workless households (26.2%) in comparison to all. However, the percentage of economically active people has increased this year to 74.9% compared to 70.9% 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	51,800	79.0	13,300	21	3,200	6.1	6,100	17.9
Hartlepool	43,100	74.9	14,100	28.1	3,100	7.2	7,800	26.2
Middlesbrough	68,000	68.9	27,300	31.1	4,300	6.9	10,600	23.8
Redcar & Cleveland	60,200	72.6	22,200	27.4	3,400	5.6	9,700	23.3
Stockton	94,000	76.4	28,300	23.6	5,200	5.5	13,200	21.1
Tees Valley	317,100	74.4	289,300	26.2	19,200	6.3	47,400	22.5
North East	-	75.7	-	24.3	-	5.6	175,300	20.3
Great Britain	-	79.1	-	20.9	-	3.9	2,854,000	13.9

Source: NOMIS, Official Labour Market Statistics 2020 (numbers are for those aged 16 and over, % are for those aged 16-64), 2020

- 2.14 Table 4 illustrates the breakdown of percentage of working age population (16-64 years) in employment by main occupation groups. At 16.3%, 'Professional Occupations' constitute the highest socio-economic class in Hartlepool and 'Managers, directors & senior officials' constitute the least at 7.6%. In comparison to last year, there has been an increase in nearly all occupations except for two i.e. 'Caring, leisure & other' and 'Administrative and secretarial occupations' both of which declined.

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	9.2	7.6	5.7	8.4	9.4	8.1	8.5	11.6
Professional occupations	18.4	16.3	15.9	15.1	19.3	17	19.5	21.9
Associate professional & technical	13.9	13.6	11.1	13.4	13.7	13.1	13.5	14.9
Administrative and secretarial occupations	11.4	10.1	8.7	10.1	10.3	10.1	9.9	9.7
Skilled trades occupations	11.1	12.3	8.9	10.9	12.4	11.1	10.1	9.7
Caring, leisure & other	11.5	8.3	13.9	12.5	11.3	11.5	10.9	9.1
Sales and customer service occupations	9.1	11.3	9.6	9.4	6.9	9.3	8.7	6.9
Process plant and machine operatives	5.6	8.1	11.5	7.7	6.1	7.8	7.1	5.8
Elementary occupations	10.5	11.9	14.6	12.5	10.5	12	11.8	9.9

Source: NOMIS, Official Labour Market Statistics, 2020

- 2.15 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 risen significantly across the board as shown in Table 5. Hartlepool's out-of-work benefits claimant rates rose significantly from 5.9% last year to 8.5% this year.

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
Darlington	2.7	3.5	3.5	4.5	6.9
Hartlepool	3.7	5.2	6.7	5.9	8.5
Middlesbrough	4.7	4.9	4.5	5.7	10.2
Redcar & Cleveland	4.3	4.1	3.5	4.2	7.2
Stockton	3.0	3.4	3.1	4.0	6.9
Tees Valley Average	3.7	4.1	4.0	4.9	7.9
North East	2.7	3.2	3.3	4.3	7.2
Great Britain	1.5	2.0	1.9	2.8	6.3

Source: NOMIS, Official Labour Market Statistics, 2020

Health

- 2.16 According to Public Health England (2019), 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.
- 2.17 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)
- 2.18 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

- 2.19 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. At 27.4% Hartlepool and Middlesbrough both have the lowest proportion 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.

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

Area	Qualifications					No Qualifications
	NVQ1+	NVQ2+	NVQ3+	NVQ4+	Other	
Darlington	83.9	74.6	53.2	31.4	6.4	6.6
Hartlepool	81.1	69.9	49.8	27.4	8.0	11
Middlesbrough	74.5	63.5	45.9	27.4	8.5	17.0
Red Car	82.5	70.4	51.8	29.6	6.6	10.9
Stockton	81.8	70.3	53.2	35.2	8.0	10.2
Tees Valley	80.3	69.0	50.8	30.6	7.7	12.0
North East	84.8	73.5	52.1	31.9	5.9	9.4
Great Britain	85.6	75.6	58.5	40.3	6.7	7.7

Source: NOMIS, Official Labour Market Statistics, 2020.

Housing

Strategic Housing Assessment (2015)

- 2.20 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	14.5
Semi-detached house	0.1	5.5	19.9	2.9	0.7	29.2
Terraced/town house	0.0	10.5	16.9	1.7	0.7	29.7
Bungalow	2.5	6.9	2.4	0.2	0.0	12.1
Maisonette	0.8	0.2	0.0	0.0	0.0	1.1
Flat/apartment	7.3	5.0	0.1	0.1	0.0	12.5
Other	0.5	0.4	0.0	0.0	0.0	0.9
Total	11.3	29.2	43.6	12.8	3.1	100

Source: Hartlepool Strategic Housing Market Assessment (2015)

- 2.21 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
- 2.22 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.
- 2.23 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	214,084	128,473	95,697	77,076	102.7
Hartlepool	186,965	112,561	78,782	61,569	116.4
Middlesbrough	193,658	113,502	80,328	66,154	103.9
Redcar	194,435	121,734	91,492	63,169	105.1
Stockton	213,616	124,715	96,180	78,956	108.9
North East	217,171	131,054	103,545	87,712	109.6
National	379,284	234,697	202,504	225,479	123.0

Source: Land Registry (<http://landregistry.data.gov.uk/app/ukhpi>), March 2020

- 2.24 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).
- 2.25 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.

- 2.26 The HPI for Hartlepool has increased from last year's 104 to 116.4 this year. Unlike in previous years where Hartlepool recorded the lowest HPIs in the sub region, this year prices improved and Hartlepool ranks highest (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

- 2.27 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: Notifiable offences recorded by the police

	Crime Type	2018/19	2019/20	Change (number)	Change (%)
Publicly Reported Crime (Victim Based Crime)	Violence against the person	3688	4088	400	10.8
	Homicide	2	2	0	0
	Death or injury due to driving	0	0	0	-
	Violence with injury	990	964	-26	-2.6
	Violence without injury	1311	1569	258	19.7
	Stalking and Harassment	1385	1553	168	12.1
	Sexual Offences	267	321	54	20.2
	Rape	116	100	-16	-13.8
	Other sexual offences	151	221	70	46.4
	Robbery	88	95	7	8.0
	Business robbery	15	23	8	53.3
	Personal robbery	73	72	-1	-1.4
	Acquisitive Crime	5007	4387	-620	-12.4
	Burglary - residential	733	767	34	4.6
	Burglary – business & community	273	281	8	2.9
	Bicycle Theft	156	138	-18	-11.5
	Theft from the Person	62	63	1	1.6
	Vehicle Crime (Inc Inter.)	637	761	124	19.5
	Shoplifting	1961	1435	-526	-26.8
	Other Theft	1185	942	-243	-20.5
	Criminal Damage & Arson	1576	1671	95	6.0
	Total Public Reported Crime	10626	10562	-64	-0.6
Police Generated Offences (Non -Victim Based Crime)	Public Disorder	704	920	216	30.7
	Drug Offences	270	353	83	30.7
	Trafficking of drugs	67	99	32	47.8
	Possession/Use of drugs	203	254	51	25.1
	Possession of Weapons	93	102	9	26.7
	Misc. Crimes Against Society	300	319	19	16.0
	Total Police Generated Crime	1367	1694	327	13.0
TOTAL RECORDED CRIME IN HARTLEPOOL		11993	12256	263	3.5

Source: Hartlepool Police, 2020. (+) is increase and (-) is decrease in recorded offences

Key for main category/type (excluding sub categories)

	no change
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	change less than 0%
	change 0-10%
	change greater than 10%

- 2.28 Table 9 gives a breakdown of offences by the crime category under which they were recorded by Hartlepool Police during the year and previous years for comparison. These figures are based on the date the crime was recorded not the date the offence occurred. Total recorded crime in Hartlepool has increased by 3.5%. Public reported crime slightly reduced by 0.6%, whereas total police generated crime increased by 13%. Business robbery constitutes the highest increase at 53% whilst shoplifting reduced the most at 26.8%. 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 and these are marked green.

The Environment

- 2.29 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

- 2.30 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

- 2.31 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

- 2.32 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.
- 2.33 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).
- 2.34 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 dunes.

Bathing Water

- 2.35 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

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

Culture and Leisure

- 2.37 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

- 2.38 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.

Strengths	Weaknesses	Opportunities	Threats
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<ul style="list-style-type: none"> • Successful allocation of Enterprise Zones • Compactness of main urban area • Expanding population • Sense of community / belonging • Partnership working • Good track record in delivering physical regeneration • Diverse, high quality and accessible natural environment • Diverse range of heritage assets including the maritime, industrial and religious • Availability of a variety of high quality housing • Successful housing renewal • High levels of accessibility by road • Lack of congestion • Good local road communications • Direct rail link to London • Good local rail services • Active and diverse voluntary and community sector • Positive community engagement • Successful event management • Small business and SME development • Growth of visitor market • High quality tourist attractions • High quality expanding educational facilities. 	<ul style="list-style-type: none"> • Perceived image • Location off main north-south road corridor • High deprivation across large areas of the town • Low employment rates and high level of worklessness • Legacy of declining heavy industrial base • Small service sector • Imbalance in the housing stock • Shortage of adequate affordable housing • Poor health • Low level of skills • High crime rates • Exposed climate • Range and offer of retail facilities • Reductions in public resources have affected regeneration and employment levels. 	<ul style="list-style-type: none"> • Young population, possible asset for future prosperity • Can improve the economy and the growing house choice thus improving the recent stabilisation of population levels • Availability of land to enable diversification of employment opportunities • Potential for development of major research, manufacturing and distribution facilities on A19 corridor • Potential for further tourism investment • Potential for integrated transport links • Major high quality employment opportunities at Victoria Harbour, Queens Meadow and Wynyard Park • Success of Tall Ships races and opportunity to bid for the event in the future • Plans for development of Tees Valley Metro • Established housing market renewal programme • New state of the art hospital site in Wynyard • Potential New Nuclear Power Station • Renewable Energy and Eco Industries • Developing indigenous business start-up and growth • New government guidance in the form of the NPPF and CIL regulations. 	<ul style="list-style-type: none"> • Closure of major employer/s • Expansion of area affected by housing market failure • Climate change and rising sea levels • Lack of financial resources / budget deficits • Increasing car ownership and congestion • Loss of Tees Crossing Project • Access to New hospital • Competition from neighbouring out of town retail parks • Competition from outlying housing markets • Uncertainty in relation to Council budgets • Uncertainty in relation to government funding programmes.
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Table 10: Hartlepool SWOT Analysis

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.

- 2.39 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.

- 2.40 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.
- 2.41 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.
- 2.42 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 first 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 2020)
 - The Wynyard Masterplan (October 2019)
 - Residential Design SPD (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)

Other Supplementary Planning Documents currently in production include the following:

- Public Rights of Way SPD; this is currently being publicly consulted upon as from February 2020 and is scheduled for adoption in 2020/2021
- Residential extensions SPD; following public consultation last year, the SPD was amended and presented to the Regeneration Services Committee on 24th July 2019 and was approved to go to full Council

meeting in September 2019 to seek approval for adoption. It is on schedule for adoption by summer of 2020/2021

- Statement of Community Involvement (SCI); following public consultation the previous year, the SCI was presented to full council in September 2019 to seek approval to adopt the SCI.

Table 11: Timetable of Hartlepool Local Plan DPD

Table 1: LOCAL PLAN	
OVERVIEW	
Role and content	To set out the vision and spatial strategy for Hartlepool and the objectives and primary policies for meeting the vision.
Geographical Coverage	Borough-wide
Status	Development Plan Document
Conformity	Must reflect the Hartlepool Community Strategy and be in line with National Planning Policy Guidance and meet the Duty to Co-operate
TIMETABLE / KEY DATES	
Stage	Date
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
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Hartlepool Borough Council
Management arrangements	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.

Resources Required	Primarily internal staffing resources with use of consultants if necessary for any special studies required
Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
<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"> A further review of the Community Strategy A significant amendment to the Council's Corporate Vision Policies failing against the Monitoring Framework Associated with the Local Plan – this may trigger a partial review of a particular area of the plan. 	

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 22nd May 2018. The Local Plan covers the period 2016 to 2031 therefore assessment of policies will use baseline information as at April 1st 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 Regulations⁶ 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 1st 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.”

⁶ 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)
Jobs and the Economy, Lifelong Learning and Skills.	<ol style="list-style-type: none"> 1. To diversify the economic base of Hartlepool and promote an entrepreneurial culture to create more employment opportunities for local people. 2. To develop Hartlepool as a destination of choice for inward investment. 3. To enhance the tourism offer. 4. To support the development of educational and training facilities that will develop a skilled workforce. 5. To facilitate development in the key investment areas in the Borough. 6. To continue to protect and enhance the vitality and viability of the Town Centre. 	LS1, INF1, INF2, INF5, CC3, HSG3-8, EMP1, EMP2, EMP3, EMP4, EMP5, RC1 – RC21, NE1, NE2, LT1, LT2, LT3, LT4, LT5, LT6, RUR5	<p>Targets:</p> <ul style="list-style-type: none"> - 1950m² of retail/community floorspace - Create 4350 net new jobs (290 jobs/annum) <p>Core Output Indicators</p> <p>LE1: Total gross amount of additional employment floor space by use class (B1/B2/B8)</p> <p>LE2: Total gross amount of employment floor space lost to non-employment developments</p> <p>LE3: Amount of employment land developed by type (Brownfield or Greenfield)</p> <p>LE4: Available employment land (ha)</p> <p>LE5: Vacancy rates in the Town Centre (number and gross floor space area of empty units)</p> <p>LE6: Number, Type &, Location of permitted applications for tourism/leisure/educational/training facilities</p> <p>LE7: Completed gross floorspace or area for tourism/leisure/educational/training facilities</p>
Strengthening Communities, Community Safety, Housing, Health and Wellbeing	<ol style="list-style-type: none"> 7. To make Hartlepool a safer place by reducing crime and the fear of crime and anti-social behaviour. 8. To support growth in the housing sector and improve the choice, quality and affordability of all types and tenures of housing. 9. To strengthen social cohesion and reduce inequalities by protecting 	INF3, INF4, QP3, QP4, QP5, HSG1-13, NE1, NE2, NE3, NE5, NE6	<p>Targets:</p> <ul style="list-style-type: none"> - 6150 new dwellings (410/annum) - Of which 74/annum should be affordable and 65/annum should be from HMR sites <p>Core Output Indicators</p> <p>H1: Housing delivery (and demolitions) at HMR sites</p> <ul style="list-style-type: none"> - 1a: Number of new dwellings on HMR Sites - 1b: Number of Demolitions on HMR sites - 1c Net dwellings delivered on HMR sites

	and encouraging access to local facilities. 10. To encourage healthier and more sustainable lifestyles.		<p>H2: Annual Net Housing Delivery (excludes demolitions and replacements on HMR sites)</p> <ul style="list-style-type: none"> - 2a: net delivery in previous years - 2b: net additional for the reporting year - 2c: Housing delivery target - 2d Actual Net Delivery (per reporting year) - 2e Cumulative Delivery (over Local Plan period) <p>H3: Number and types of affordable dwellings delivered</p> <p>H4: Housing types completed</p>
Environment (excluding Transport) Culture and Leisure	<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 historic environment, 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>E1: Changes to sites designated for conservation as a result of planning permissions (i.e. international sites, national sites and local wildlife sites)</p> <p>E2: Quantity & type of green infrastructure gained/enhanced/lost through planning permissions (ha)</p> <p>E3: Amount of wildlife habitat lost/gained as a result of planning permissions (ha)</p> <p>E4: Amount of ancient woodland habitat lost/gained as a result of planning permissions (ha)</p> <p>E5: Amount of priority species lost/gained as a result of planning permissions (ha/number)</p> <p>E6: Amount of municipal waste arising and % recycled</p> <p>E7: Number and capacity of permitted and installed renewable energy developments</p> <p>E8: Number of approved planning applications in rural areas</p> <p>E9: Types of approved developments in rural areas</p> <p>E10: Number of locally listed buildings and structures</p> <p>E11: Number of locally listed buildings /structures at risk</p> <p>E12: Number of conservation area appraisals taken</p>
Environment (Transport)	<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>T1: Number & lengths of roads created/ improved to reduce congestion</p> <p>T2: Number & lengths of cycleways created, improved or lost</p> <p>T3: Number, Types & lengths of public walkways and coastal routes created, diverted improved or lost</p>

Source: Hartlepool Local Plan 2018 – 1st 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 In April 2012, the Enterprise Zone (EZ) status was enacted in 3 industrial locations in Hartlepool, i.e. Oakesway, Queens Meadow and the Port. The aim of the EZ status is to aid economic recovery and stimulate growth by giving business rate discounts or enhanced capital allowances over a five year period to support the growth of existing firms and/or attract significant inward investment. Local Development Orders (LDOs) were put in place for each of the 3 areas in 2012 with a lifespan of 3 years. Following an extension to the original 3 years, the Oakesway and Queens Meadow LDOs both expired in March 2018 and have not been renewed. During this year only the LDO at the Port EZ is in place until March 2020.
- 4.10 The Port is currently allocated through the Hartlepool Local Plan (2018). The Port is allocated for the following uses:
Policy EMP4 – port related industrial development, renewable energy manufacturing.
 Through the LDO the following business sectors will be appropriate on the Port:
- Advanced Engineering
 - Advanced Manufacturing
 - Renewable Energy Manufacturing.
- 4.11 No new companies moved into the Port in 2019/20 and the EZ status expired at the end of March 2020. The Port LDO still remains in place to help attract quality investment into the borough. Although we have stopped monitoring at other EZs which expired last year, it is noted that Queens Meadow lost Omega Plastics from the Rivergreen 905.8m² (9,750sqft unit).
- 4.12 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 a 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: Allocated industrial land (2016-2031)

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 hazardous 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
Loughill /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 hazardous 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 hazardous 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	32.7	0.0	0	32.7
Zinc Works Road	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3i	3.0	3.0	0	0.0
Total Area (ha)				906.8	493.9	215.7	197.2

Source: Hartlepool Borough Council Local Plan (2018)

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

Table 14: Completed Employment Floorspace 2019-2020

	B1	B2	B8	Other	Total
LE1: Gross additional employment floor space (m ²)					
Total additional (Burger King)	0	0	0	323.8	323.8
LE2: Gross employment floor space lost (m ²)					
Total lost	0	0	0	0	0
Net total completed floorspace (LE1-LE2)	0	0	0	323.8	323.8
LE3: Total amount of employment land developed by type					
Greenfield (m ²)	0	0	0	0	0
Brownfield (m ²)	0	0	0	323.8	323.8
LE4: Available employment land (ha) = *197.2					

Source: Hartlepool Borough Council

*Available land as at adoption of Local Plan in May 2018 all completed floor space is on committed previously developed land.

- 4.14 There has been no employment land uptake from allocated industrial areas this year, same as last year. Therefore the available employment land still stands at 197.2 ha (Tables 13 and 14). Burger King, a fast food restaurant opened doors at Tees Bay Retail Park and this constituted the only additional employment floor space during the year. However, retail parks are not classed as industrial employment land hence there is no effect on employment land uptake. All other industrial activities and businesses are on-going with only one business (Omega Plastics) closing down at Queens Meadow leaving vacant floor space area of 905.8m².
- 4.15 There has been no loss of allocated employment to other uses, no detected policy diversion or policy failure. The industrial policies are therefore being implemented. There is no evidence to warrant policy review although it is of concern that there are no new businesses moving into the Borough to take up the available employment land on employment allocations.
- 4.16 It is 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

- 4.17 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 (A1)
- Financial and Professional Services (A2)
- Food and Drink (A3)
- Drinking Establishments (A4)
- Hot Food Takeaways (A5)
- Business (B1)
- Hotels (C1)
- Non-residential institutions (D1)
- Assembly and Leisure (D2)
- Theatres and Nightclubs (Sui Generis)
- Residential (C2, C2a, C3 and C4)

At the time of writing this report the Use Classes were changed in September 2020. The new Use Classes will therefore be reported next year.

- 4.18 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 2019/20

	2015/16	2016/17	2017/18	2018/19	2019/20
Total number of retail units	484	484	486	476	478
Total number of vacant units	89	101	103	103	102
Vacancy Rate (%)	18.4	20.9	21.2	21.6	21.3
Total Floor Space (m ²)	182 193	180 598	181 127	139 241	138 963
Vacant Floor Space (m ²)	22 753	20 807	21 796	20 809	20 910
Vacancy Rate (%)	12.5	11.5	12.0	14.9	15

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

- 4.19 The vacancy rate in terms of floorspace has slightly increased this year to 15% from 14.9% 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. There is a considerable number of smaller businesses opening and shutting down in a short space of time. Some shops are seasonal opening only during a certain time of the year to clear goods and shutting down for the rest of the year.
- 4.20 Retail policies are performing as expected because the town centre still continues to develop as a retail hub with A1 uses accounting for approximately half of all uses in the town centre, followed by A2 uses. All uses in the town centre are as allocated in the Local Plan, there is no evident diversion of policy performance, and therefore town centre policies are being implemented.
- 4.21 There have been no town centre uses completions recorded outside of the town centre, edge of town centre, local centre boundaries. This indicates that town centre policies are well implemented with appropriate planning permissions being granted for town centre uses within the town centre. There is therefore no need to review any of the town centre retail policies.

Tourism and Leisure Policies Assessment

- 4.22 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.
- 4.23 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.

LE6: Number, Type &, Location of permitted applications for tourism/leisure/educational/training facilities

LE7: Completed gross floorspace or area for tourism/leisure/educational/training facilities

- 4.24 Table 16 shows that there has been a few tourist-related planning permissions granted during this financial year, mainly restaurants. A major one is for a 36 bed hotel at the Wesley Chapel, which is a derelict building that has been vandalised and vacant for a very long time. One leisure-related application was granted in the countryside at Summerhill for recreation inline with rural policies that promote tourism in the rural area. Permissions have been granted for education and training facilities outside the town centre. It is anticipated that these facilities, when completed will create jobs and skills.

Table 16: Planning permissions granted for tourism, leisure, education and training developments 2019/2020.

General Location	Site / Location	Development	Development progress
Town Centre	Wesley Chapel	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	Not started
	Church Street	Change of use from tattoo parlour to cake and coffee boutique (use class A3)	started
	92 York Road	Change of use from offices (A2 Use Class) to cafe (A3 Use Class) including alterations to shopfront (part retrospective	Not started
Edge of town centre	None	None	n/a
Other Urban areas	High Tunstall College of Science	Erection of extension to school building to create sports changing pavilion	started
	High Tunstall College of Science	Provision of an all-weather playing pitch, installation of 8x15m high floodlights, fencing, gates and associated works	started
	Jesmond Gardens Primary School	Erection of wooden classrooms	started
	Unit 6 Enterprise House Thomlison Road	Change of use to cafe (A3 use)	Not known
	81 Dimensional House Stranton	Change of use of part of building from Offices (B1) to Cafe (A3), the installation of a flue and extraction fans in western elevation	Not known
	Stranton Primary School	Erection of a single storey extension to provide additional teaching space and alterations to existing entrance foyer	started
Marina area	Unit 12A - 14 Navigation Point	Provision of outside seating outside Unit 14	started
	Unit 5-6 Café Rapport	Change of use to external seating area and provision of retractable folding screen (part retrospective)	completed
Headland	None	None	n/a
Seaton Carew	None	None	n/a
Countryside/Rural Area	Summerhill Visitor Centre	Proposed extension to existing BMX track including improvement works to spectator areas and proposed landscaping works	started

Source: Hartlepool Borough Council, Development Control, approved planning permissions 2019/20

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

- 4.25 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.
- 4.26 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.

Core Output Indicator **H1**: Housing delivery (and demolitions) at HMR sites

- **H1a**: number of new dwellings on HMR sites
- **H1b**: Number of Demolitions on HMR sites
- **H1c**: Net dwellings delivered on HMR sites (H1a-H1b=H1c)

Core Output Indicator **H2**: Annual Net Housing Delivery (excludes demolitions and replacements on HMR sites)

- **H2a**: net delivery in previous years
- **H2b**: net additional for the reporting year
- **H2c**: Housing delivery target
- **H2d** actual net delivery
- **H2e** Cumulative Delivery (over Local Plan period)

Table 17: Housing targets

	Total net housing required 2016-2031	Source of plan target
Baseline Housing Target	410 per annum	Hartlepool Borough Council Local Plan
Phased Delivery Target for the reporting year	350 per annum	Table 7 of the Hartlepool Local Plan and Hartlepool Borough Council Local Plan Housing Delivery Report (2020)

Source: Hartlepool Borough Council Local Plan

Table 18: Housing delivery and demolitions at HMR sites 2019/20

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

Core Output Indicator H2		2017/18	2018/19	2019/20
H2a	Net additional dwellings in previous years	265	371	
H2b	Net additional dwellings for the reporting year			254
H2c	Housing delivery target	350	350	350
H2d	Actual net Delivery (per reporting year)	-85	+21	-95
H2e	Cumulative Delivery (over Local Plan period)	-85	-64	-160

Table
19:
Annual
net

housing delivery

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

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: New Housing Provision.

4.27 The Baseline Housing Target (includes 20% affordable housing delivery buffer) and is phased over the plan period. This report covers the 1st phase of the Local Plan with a set delivery target of 350 dwellings/annum. In 2017/18 there was a delivery of 265 dwellings, 85 fewer than the baseline housing target of 350 (In the Local Plan Housing Trajectory). In 2018/19 there was a delivery of 371 dwellings, 21 more than the baseline housing target of 350. In 2019/20 there was a net delivery of 254 new build dwellings, 96 fewer than the baseline housing target of 350. The net shortfall over the last three years is therefore 160 dwellings.

4.28 There were no demolitions of permanent dwellings this year, and no losses through conversions, hence the net additional dwellings remains 254 for the year. There are no HMR sites this year (Table 18). 61.6% of all completions were from greenfield sites such as Tunstall Farm, Wynyard, Conniscliffe Rise and 38.4% from brownfield sites such as Britmag and Raby Gardens.

4.29 The annual net delivery of housing this year is less than the local plan target of 350 dwellings/annum (Table 17), lower than last year's net delivery of 371 dwellings and also slightly below the OAN of 287 dwellings/annum. In addition to ongoing building progress on various housing sites, this year there is a total of 147 new-build starts mainly from greenfield sites. It is also anticipated that some of the strategic housing sites allocated in the newly 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, in 2020/21 and meet the delivery target. The overall averaged annual target of 410 dwellings is therefore 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 document⁷

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

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

4.30 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.

⁷ https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report

- 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).

- 4.31 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
2019/2020	22	0	52	74
2018/2019	0	0	62	62
2017/18	20	0	16	36
2016/17	4	0	6	10

Source: Hartlepool Borough Council

- 4.32 This year a total of 74 affordable homes (i.e. 56 houses, 18 bungalows) were delivered from the following sites: Former Health Centre at Caroline Street, Raby Gardens Phase 2, Marine Point, The Mayfair Centre, Tunstall Farm and refurbished homes from various locations. This year the set target of 74 homes was just been met for the first time since 2016/17 (Table 21). Of the 74 homes delivered; 60 are new builds (81.1%), 13 refurbished (17.6%) and 1 old build which was purchased outright.
- 4.33 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. A total of £366,549.12 S106 funds were received for offsite affordable housing this year (Appendix 5) and £305,656.00 was sought and secured (Appendix 6) for offsite affordable housing. Planning permissions were granted for 36 affordable homes in Greatham Station Road and 81 affordable bungalows at Former Brierton School site and building has commenced on both sites. It is therefore anticipated there will be above target delivery of affordable homes and more bungalows in the Borough.

Table 21: Housing Types completed (Indicator H4)

Type	Gross Number completed		% of total gross completed	
	2018/2019	2019/2020	2018/2019	2019/2020
Flat/apartment	8	8	2.1	3.1

Terraced house	103	41	27.4	16.1
Semi-detached house	71	39	18.9	15.3
Detached house	162	150	43.1	58.8
Bungalow	32	17	8.5	6.7

Source: Hartlepool Borough Council, 2020

- 4.34 Table 21 shows that detached houses still account for most dwelling types completed. The delivery of detached and semi-detached houses in Hartlepool continues to increase yearly since 2016/17 whilst terraced housing and flats delivery continues to decrease. There continues to be a shortage of bungalows in the Borough and the number delivered this year (i.e. 17 bungalows) is less than last year (32 bungalows). It is anticipated that delivery of bungalows in 2020/21 will increase due to commencement of building at College farm/Dalton Heights which has permission for 31 bungalows and also at former Brierton School site with 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)

4.35 Table 22 below shows that this year there have been no losses or gains in biodiversity habitat in international, national or local sites ecological/wildlife sites. However, High Newton Hanzard Verges, a designated local wildlife site 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 Tees Valley Nature Partnership Natural Assets Working Group (TVNP). When the deletion is actioned by TVNP this will constitute loss of habitat and will be recorded then.

Table 22: Losses or additions to biodiversity habitat as a result of planning permissions 2019/20

		Loss	Addition/Gain	Net Total
Indicator E1,E3	International Sites	0	0	0
	National Sites	0	0	0
	Local wildlife sites	0	0	0
Indicator E2	Quantity of Green Infrastructure (ha)	0*	0*	0*
	Type of Green Infrastructure	unknown	unknown	unknown
Indicator E4	Amount of ancient woodland (ha)	0	0	0
Indicator E5	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.

- 4.36 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. Including cycleways, a total of £54,940.00 has been sought and secured through S106 agreements and a total of £44,842.09 has been received this year for green infrastructure (Appendix 5 and 6).
- 4.37 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.
- 4.38 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.
- 4.39 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	2019/20	714.01	25377.37	nil	13217.08	nil	39308.46	33.62
	2018/19	172.61	26952.91	nil	12921.85	nil	39765.64	32.5
	2017/18	935.98	25900.47	nil	12874.94	nil	39711.4	33.1
	2016/18	619.3	31591.08	nil	14313.85	nil	46524.06	30.77

Source: Hartlepool Borough Council, 2020.

- 4.40 The total amount of waste arising this year decreased in comparison to last year. The proportion of recycled or composted waste has slightly increased this year from last year's 33.5% to 33.62% 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.
- 4.41 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 2019/20

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	nil	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

- 4.42 There were no approved planning applications for renewable energy generation.

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 2016-2020

Developments Approved	2016/17	2017/18	2018/19	2019/20
Agricultural buildings	2	2	0	0
New dwellings – no agricultural justification	1	2	0	0
New dwellings associated with agricultural existing developments	1	0	0	0
New dwellings associated with rural business developments	0	1	0	0
Extensions to existing dwellings	0	0	1	0
Temporary residence in connection with rural business	1	0	0	1 (erection of temporary building to provide site welfare at Three Gates Farm in Dalton Piercy)
Replacement dwellings	0	0	0	0
Residential conversions of rural buildings	1	0	0	0
Business conversions of rural buildings (buildings for business)	2	1	1	0
Extensions of gardens	0	0	0	0
Recreational and leisure uses	0	0	0	1 (installation of horse riding arena; Three Gates Farm, Dalton Piercy)
Extensions and other works relating to existing businesses	0	0	1	1 (erection of a portable horse shelter; Three Gates Farm, Dalton Piercy)
New buildings associated with business	0	0	1	0
Telecommunications development	1	0	0	0

Source: Hartlepool Borough Council, 2020

- 4.43 The information provided above relates to planning applications approved for development on land outside the limits to development (urban fence and village envelopes). There has only been one approved development this year at Three Gates Farm (Table 25). This is justified as it relates to an existing rural business and rural policies promote growth and diversification of the rural economy hence this is positive development in the rural area.
- 4.44 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

E10: Number of locally listed buildings and structures

E11: Number of locally listed buildings /structures at risk

E12: Number of conservation area appraisals taken

- 4.45 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	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
	Former United Reformed Church, Durham Street
	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

- 4.46 *Source: Hartlepool Borough Council, 2020.* 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.

- 4.47 The Former Wesley Methodist Church in Victoria Road got listed building consent and planning permission this 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).
- 4.48 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.
- 4.49 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.
- 4.50 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 covering. 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

- 4.51 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).
- 4.52 The LGF programme has been delayed slightly due to issues connected with Covid but will complete in 2020/21. 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. This year the council secured further s106 agreements which will deliver money towards improvements and received a total of approximately £29,460 in developer contributions towards delivering sustainable modes of travelling and this includes cycle routes on these sites and ensuring they are connected to the existing cycle network.

- 4.53 Table 27 shows that this year a total length of 3.97km of cycleway was improved i.e. at Bishop Cuthbert and A689 to Brenda Road. No new cycleways were created and none were diverted or extinguished.

Table 27: Roads and cycleways 2019/20

			Created/New	Diverted	Extinguished	Improved
2019/2020	Cycleways	Name				1) A689 to Brenda Road cycleway/walkway upgrade
						2) Bishop Cuthbert Access Improvements
		Length (m)				1) 1020
						2) 2950
	Roads		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		none	none	none	none
2017/2018	Cycleways	Name	A689 cycleway (Phase 1) Queens Meadow to Truro Drive(shared cycleway/walkway)			A689 cycleway (Phase 1) Queens Meadow to Truro Drive (shared cycleway/walkway)
			Oakesway(shared cycleway/walkway)			
		Length (m)	475 (Queens Meadow)			285
			50 (Oakesway)			
	Roads		none	none	none	none
2016/2017	Cycleways		none	none	none	none
	Roads		none	none	none	none

Source: Hartlepool Borough Council, 2020

Transport policies assessment: walkways and coastal paths

- 4.54 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 2019/20

Core Output Indicator T3						
	Type of Walkway	Created (km)	Diverted (km)	Extinguished (km)	Improved (km)	Locations of paths changed throughout the year
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
2018/2019	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	
2017/2018	Public Rights of Way	0	0.35	0	0	
	Permissive Paths	0	0	0	0	
	England Coast Paths	0	0	0	0	
2016/2017	Public Rights of Way	0	0.53	0.37	0.4	
	Permissive Paths	0.22	0	0	0.96	
	England Coast Paths	3.8	0	0	0.42	

Source: Hartlepool Borough Council, 2020

- 4.55 Table 29 shows that 5.17 km of coastal path was created and improvement works on 0.3 km of coastal path were done at Tees Road/A178, Graythorp Industrial Estate, Conoco Phillips and Greatham Creek. Improvement works were done on permissive paths at Springwell Community Woodland in Clavering. Considerable amount of work has started on improvement and creation of more public footpaths and this is expected to be complete next year.

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 gross total of 254 new build homes were delivered this year i.e. 61.6% from greenfield sites such as Tunstall Farm, Wynyard, Coniscliffe Rise and 38.4% from brownfield sites such as Britmag and Raby Gardens. There were no demolitions of permanent dwellings hence the net delivery is 254 homes/annum. It is below the baseline delivery target and the Objectively Assessed Need (OAN) of 287 dwellings/annum. This delivery has increased the net shortfall over the last three years from 85 in 2017/18 to 160 dwellings this year.

It is anticipated that the shortfall will be addressed in the coming years by the ongoing building progress on various housing sites. More sites were granted planning permission this year including Duchy in Wynyard, Former Brierton School Site, Seaton Meadows and Station Road at Greatham and altogether will add a gross total of 280 dwellings. Building on these sites is expected to commence early next year. It is also anticipated that building at Quarry Farm 2 with planning permission for 220 dwellings will commence 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. It is therefore expected that housing delivery will increase next year and the coming years to meet the annual delivery target. The annual target of 350 dwellings is therefore still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies. A total of 74 affordable homes (i.e. 56 houses, 18 bungalows) were delivered on target.

No loss of allocated employment land to other uses has been recorded. There has been no unjustified employment land take-up at non-allocated sites. All industrial activities and businesses are on-going with only one business (Omega Plastics) closing down at Queens Meadow leaving vacant floor space area of 905.8m². The town centre continues to develop as a retail hub with A1 and A2 uses accounting for over 50% of all uses. There have been no town centre uses completions recorded outside of the town centre, edge of town or local centre boundaries. It is therefore concluded that the industrial policies and town centre policies are being implemented. There is no evidence to suggest policy non-implementation, diversion or failure to justify policy review. However it is noted that there are no new businesses moving into the Borough to take up the available employment land on employment allocations. The available employment land remains the same at 197.2 hectares.

There is no need to revise any natural environment or wildlife conservation policies as they are being successfully implemented. 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 nor were cycleways created this year. However, improvement works were done on about 4km cycle paths at Bishop Cuthbert and at A689 / Brenda Road. A coastal path of 5.17 km long was created and improvement works.

Overall as illustrated by the assessment of the local plan policies, all policies are performing accordingly and none have been identified or flagged up for revision as none had unjustified outcomes. 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

Theme	Policy	Policy Code
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 now forms part of the Development Plan for Hartlepool and can be accessed at the council website using the following link:

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

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

Appendix 3: Duty to Cooperate

This section reflects the requirements of section 33A of the Planning and Compulsory Purchase Act 2004⁸ (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 support and leads on the Hartlepool Business, Economic and Regeneration Forum which encourages local business 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.

⁸ 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 13th April 2018 and the Local Plan was adopted by full Council on the 22nd May 2018.

During preparation of the Local Plan, a series of meetings were held with Stockton Borough Council to discuss key cross boarder 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

Organisation	Nature of Co-operation
Environment Agency	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.
English Heritage	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.
Natural England	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.
Civil Aviation Authority	Were formally consulted at Issues and Options, Preferred Options and Publication stages of the plan production.
Homes and Communities Agency (and more latterly Homes England)	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage.
Highways England	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.
North Tees & Hartlepool Primary Care Trust	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.
The Office of Rail Regulation	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
Marine Management Organisation	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
Tees Valley LEP (and the Combined Authority)	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
Tees Valley Local Authorities	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.

Durham County Council	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.
Parish Councils	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
Cleveland Police	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
The Coal Authority	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
National Grid	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
Northern Gas Networks	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
Anglican Water	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
Sport England	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 2019/20

Planning reference	Amount received	Date received	Money spent Y/N	Interest
Cycle Links.				
H/2013/0573.	£29,460.00.	13/09/2019.	No.	
Total Cycle Links.			£29,460.00.	
Green infrastructure (GI).				
H/2016/0083.	£4,750.00.	02/04/2019.	No.	
H/2016/0353.	£3,342.09.	16/07/2019.	Yes.	
H/2017/0649.	£3,000.00.	16/08/2019.	No.	
H/2017/0649.	£3,000.00.	16/08/2019.	No.	
H/2013/0573.	£7,500.00.	13/09/2019.	No.	
H/2013/0573.	-	13/09/2019.	No.	£146.56.
H/2017/0017.	£23,250.00.	11/12/2019.	No.	
H/2017/0017.	-	11/12/2019.	No.	£285.00.
H/2013/0573.	-	13/09/2019.	No.	£575.58.
Total GI £ including interest.			£45,849.23.	£1,007.14.
Total GI £ excluding interest.			£44,842.09.	
Play.				
H/2016/0083.	£4,750.00.	02/04/2019.	No.	
H/2015/0353.	£66,641.92.	15/08/2019.	No.	
H/2017/0649.	£3,000.00.	16/08/2019.	No.	
Total Play.			£74,391.92.	
Built sports.				
H/2016/0501.	£16,000.00.	12/04/2019.	No.	
H/2016/0353.	£3,342.09.	16/07/2019.	No.	
H/2014/0196.	£9,075.00.	12/08/2019.	No.	
H/2017/0649.	£2,799.48.	16/08/2019.	No.	
Total Built sports.			£31,216.57.	
Bowling greens.				
H/2016/0083.	£94.43.	02/04/2019.		No.
H/2016/0501.	£318.08.	12/04/2019.		No.
H/2017/0649.	£56.94.	16/08/2019.		No.
Total bowling green.			£469.45.	
Playing pitches.				
H/2016/0083.	£4,432.51.	02/04/2019.		No.
Total playing pitches.			£4,432.51.	
Tennis Courts.				
H/2016/0083.	£108.38.	02/04/2019.	Yes.	
H/2016/0501.	£3,649.28.	12/04/2019.	No.	
H/2017/0649.	£682.48.	16/08/2019.	No.	
H/2013/0573.	£1,711.00.	13/09/2019.	No.	
H/2013/0573.	-	13/09/2019.	No.	£33.44.
Total tennis including interest.			£6,184.58.	
Total tennis excluding interest.			£6,151.14.	
Education.				
H/2016/0083.	£32,389.00.	02/04/2019.	No.	
H/2016/0083.	£30,146.00.	02/04/2019.	No.	
H/2016/0364.	£20,780.10.	09/07/2019.	No.	
H/2014/0196.	£63,513.45.	12/08/2019.	No.	

H/2013/0573.	£57,959.00.	13/09/2019.	No.	
H/2013/0573.	-	13/09/2019.	No.	£1,132.58.
Total education including interest.			£205,920.13.	
Total education excluding interest.			£204,787.55.	
Off - site affordable housing.				
H/20154/0196.	£291,720.00.	12/08/2019.		No.
H/2018/0407.	£9,641.00.	28/06/2019.		No.
H/2016/0364.	£65,188.12.	09/07/2019.		No.
Total off site affordable housing amount.			£366,549.12.	
Total Contributions Excluding interest.			£762,300.35.	
Total Contributions Including interest.			£764,473.51.	

Source:

https://www.hartlepool.gov.uk/downloads/file/6637/infrastructure_funding_statement_ifs_2019_-_2020

Appendix 6: Developer Contributions S106 signed agreements 2019/20

Number	Planning reference number	Date S106 signed	Total amount of money secured
1.	H/2017/0486 Former Schooner public house, 6 flats.	9 th April 2019.	£3,371.94.
2.	H/2019/0041 28 Whitby Street.	16 th May 2019.	£5,566.96.
3.	H/2018/0516 Musgrave Garden Lane, one bungalow.	16 th July 2019.	£9,461.00.
4.	H/2018/0488 Worset Lane, 8 dwellings.	23 rd July 2019.	£51,762.86.
5.	H/2017/0023 Raby Road, 12 flats.	9 th October 2019.	£9,793.36.
6.	H/2017/0028 Glebe Farm, 13 dwellings.	14 th November 2019.	£89,939.83
7.	H/2019/0139 Station Road, Greatham, 36 affordable dwellings.	27 th November 2019.	£51,597.00.
8.	H/2020/0391 South west of Stag and Monkey, erection of a food store, (Aldi).	20 th February 2020.	£21,850.00.
9.	H/2019/0260 Land at Seaton Lane, 55 dwellings.	25 th February 2020.	£69,809.84.
10.	H/2019/0346 Land at Brierton Lane, 81 affordable bungalows.	16 th March 2020.	£25,931.19.
11.	H/2019/0365 Wynyard Park North, Duchy site, 67 dwellings.	17 th March 2020.	£970,173.00
Overall total for all legal agreements.			£1,309,256.98

Contribution type	All money secured
Playing Pitches.	£28,457.61.
Green Infrastructure including cycleway.	£54,940.00
Built sports.	£33,750.00.
Play facilities.	£59,967.00.
Tennis.	£12,317.02.
Bowling.	£1,073.44.
Affordable housing off site.	£305,656.00
HRA mitigation.	£12,600.00.
Ecology mitigation.	£30,150.00
Primary education.	£260,243.39.
Secondary education.	£174,299.57.
A19/A689 interchange.	£249,039.00.
Monitoring fees	£3,550.00
Total financial contributions sought.	£1,309,257.03

Source:

https://www.hartlepool.gov.uk/downloads/file/6637/infrastructure_funding_statement_ifs_2019_-_2020

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