

# NEIGHBOURHOOD SERVICES COMMITTEE

## AGENDA



**Monday 13 March 2023**

**at 3.00 pm**

**in Committee Room B,  
Civic Centre, Hartlepool.**

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Cassidy, Creevy, Howson, Jackson, Little, Moore and Sharp.

**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 12 January 2023 (previously published and circulated)

**4. KEY DECISIONS**

- 4.1 Local Transport Plan 2022/23 Out-Turn and 2023/24 Programme – *Assistant Director, Place Management*  
4.2 Five Year Highway Maintenance Programme – *Assistant Director, Place Management*

**5. OTHER ITEMS REQUIRING DECISION**

- 5.1 Air Quality Strategy – *Assistant Director, Regulatory Services*  
5.2 Elwick Road – 20mph Speed Limit – *Assistant Director, Place Management*  
5.3 Restriction of Vehicular Access to Land at the Rear of West View Road – *Assistant Director, Regulatory Services*  
5.4 Local Plan Authorities Monitoring Report 2021/22 – *Assistant Director, Place Management*

**CIVIC CENTRE EVACUATION AND ASSEMBLY PROCEDURE**

In the event of a fire alarm or a bomb alarm, please leave by the nearest emergency exit as directed by Council Officers. A Fire Alarm is a continuous ringing. A Bomb Alarm is a continuous tone. The Assembly Point for everyone is Victory Square by the Cenotaph. If the meeting has to be evacuated, please proceed to the Assembly Point so that you can be safely accounted for.

**6. ITEMS FOR INFORMATION**

- 6.1 Pay and Display Parking Machines – Disability Access – *Assistant Director, Regulatory Services*

**7. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT**



# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Place Management)

**Subject:** LOCAL TRANSPORT PLAN 2022/23 OUT-TURN AND  
2023/24 PROGRAMME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Key Decision test (ii) applies. Forward Plan Reference No. NRS 02/23.

## 2. PURPOSE OF REPORT

2.1 To inform Neighbourhood Services Committee of the current position with the Local Transport Plan Delivery Plan, progress made under the Local Transport Plan delivery programme during 2022/2023, and to identify potential schemes for 2023/2024.

## 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 Last year's committee report provided a refresh to the LTP Delivery Plan, by updating on strategy developments and the various projects/initiatives taking place in Hartlepool and across the wider Tees Valley.
- 3.3 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"*.
- 3.4 In recent years the TVCA has become a conduit 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.

## 4. PROPOSALS

- 4.1 Individual scheme type allocations for 2022/23, along with the allocations for 2023/24 are shown in **Appendix 1**, while the works identified for delivery during 2022/2023 are shown at **Appendix 2**, along with proposed schemes for 2023/2024 (subject to further committee reports where necessary).
- 4.2 In 2022/23 the level of demand for safety schemes outweighed the Local Transport Plan budget and therefore a prioritisation matrix is used, which was previously approved by Neighbourhood Services Committee. 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 confirmed as £724,625. Individual scheme type allocations for 2022/23, along with the allocations for 2023/24 are shown in **Appendix 1**, with the Council now having received a multi-year settlement of the same amount up to and including 2026/27.
- 5.2 As part of changes to Government funding mechanisms, LTP allocations now form part of the City Region Sustainable Transport Settlement (CRSTS). This is described as *‘An unprecedented investment in local transport networks, and is a major driver for significant change in England’s city regions’*. It is anticipated that CRSTS funding will provide a major boost to both small and large scale transport and highway projects across both Hartlepool and the wider Tees Valley in the coming years.

## 6. OTHER CONSIDERATIONS

Legal Considerations	No relevant issues
Risk Implications	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
Environment, Sustainability And Climate Change Considerations	No relevant issues

## **7. RECOMMENDATIONS**

- 7.1 That Neighbourhood Services Committee notes the works/schemes delivered during 2022/2023, and approves the anticipated budget breakdown for 2023/2024.

## **8. REASONS FOR RECOMMENDATIONS**

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

## **9. BACKGROUND PAPERS**

- 9.1 LTP Strategic Delivery Plan – Neighbourhood Services Committee – 16<sup>th</sup> March, 2015.

Local Safety Schemes – Neighbourhood Services Committee – 26<sup>th</sup> July 2022.

## **10. CONTACT OFFICER**

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## **AUTHOR OF REPORT**

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Sign Off:-

Director of Policy and Finance ☒

Chief Solicitor ☒

## APPENDIX 1

**Allocation of Integrated Transport Block Capital Funding (2022/23 & Provisional 2023/24)**

Theme	Scheme Type	2022-23	2023-24
		£000's	£000's
Bus Infrastructure (BI)	Bus Stop Improvements	15	<b>10</b>
Cycling Schemes (CY)	Cycle tracks/lanes	75	<b>65</b>
	New cycle parking facilities	5	<b>5</b>
Sustainable Travel (ST)	Sustainable Travel Improvements	50	<b>60</b>
Local Safety Schemes (LS)	Safer routes to school	50	<b>40</b>
	Local Safety Schemes	100	<b>100</b>
	Signage Improvements	34	<b>34</b>
Road Crossings (RC)	Dropped Kerbs	15	<b>15</b>
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	75	<b>100</b>
	School Safety Schemes	30	<b>25</b>
	Highway Improvement Schemes	100	<b>90</b>
Local Road Schemes (RD)	Verge Hardening Programme	60	<b>60</b>
	Access to Employment	25	<b>15</b>
Miscellaneous (OS)	Car park improvements	40	<b>30</b>
	Street Lighting Improvements	50	<b>75</b>
<b>Total</b>		<b>724</b>	<b>724</b>

Scheme Type	2022-2023	2023-2024
Bus Infrastructure	<p>Shelter upgrades along bus improvement corridor identified in work with TVCA as part of Bus Service Improvement Partnership.</p> <p>Contribution to new shelters on West View Road.</p> <p>New shelter requests, subject to public consultation where required.</p> <p><b>Repairs to HBC owned bus shelters:</b></p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p><b>Miscellaneous:</b> 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>Shelter upgrades along bus improvement corridor identified in work with TVCA as part of Bus Service Improvement Partnership.</p> <p>Potential shelter upgrades along King Oswy Drive to complement cycleway improvements.</p> <p>New shelter requests, subject to public consultation where required.</p> <p><b>Repairs to HBC owned bus shelters:-</b></p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p><b>Miscellaneous:</b> 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	2022-2023	2023-2024
Cycle tracks / lanes	<p>Further contributions to LCWIP project (town centre area) and MRN bid (A689 Queen's Meadow to Wolviston roundabout) as required. Government funding announcement on projects awaited.</p> <p>Cycling route surfacing schemes:  Merlin Way – Hart Lane  North Cemetery shared pedestrian route  Hart – Tall Ships roundabout  Fens Estate – public footpath between houses and Greatham Beck</p> <p>Contribution to school parking facilities.</p>	<p>Contributions to the following LCWIP and LUF schemes as required:</p> <p>Town Centre to Headland  Town Centre to Wynyard  Marina to Seaton promenade link  Town Centre to Summerhill via Burn Valley</p> <p>King Oswy Drive improvements.</p>
New cycle parking facilities	<p>School cycle parking facilities:  English Martyrs  High Tunstall  Jesmond  Clavering  Rift House  Barnard Grove</p>	<p>Potential facilities at Community Hubs.</p>
Signage Improvements	<p>Vehicle activated signage:  Powlett Road  A689/ Traveller's Rest  Elwick Rd/ Queensberry Ave</p>	<p>School time electronic 20mph signage:  English Martyrs  Eldon Grove (Elwick Rd)  St. Aidan's</p>



Scheme Type	2022-2023	2023-2024
	Hart Lane (Dunston Rd – Wiltshire Way)  School time electronic 20mph signage: High Tunstall Manor College	Golden Flatts Rossmere (Catcote Rd)  Other signage to be identified.
Sustainable Travel Improvements	Contribution to electric vehicle infrastructure project as required.  Support to Access Fund programme.  General footpath/crossing improvements.  Minor improvement works to School Crossing Patrol sites/school gate parking issues.  Footpath improvement at Jesmond School Crossing Patrol site.  Sinclair Rd footpath improvements.  Town centre cycling/walking links (Town Deal connectivity project).	Further contribution to electric vehicle infrastructure project as required, both off-street and on-street locations.  Support to Access Fund programme.  Support to Active Travel Hub premises.  Contribution to Throston Grange Lane puffin crossing.  General footpath/crossing improvements.  Minor improvement works to School Crossing Patrol sites/school gate parking issues.
Safer Routes To School	Contribution to Wynyard Road safety scheme.  Clavering Road parking lay-by.  Small scale safety schemes (guard rails, footpath works, etc).	Contribution to Easington Road crossing.  Additional schemes to be identified/confirmed in a further local safety scheme report to Committee.

Scheme Type	2022-2023	2023-2024
Local Safety Schemes	<p>Raby Road safety scheme.</p> <p>Mowbray Road safety scheme.</p> <p>Grange Road safety scheme.</p> <p>Traffic regulation orders (various).</p>	<p>Park Road safety scheme.</p> <p>Coronation Drive safety scheme.</p> <p>Additional schemes to be identified/confirmed in a further local safety scheme report to Committee.</p> <p>Traffic regulation orders (various).</p>
Road Crossings (dropped kerb schemes)	<p>Marine Drive x3 locations</p> <p>Powlett Road</p> <p>Stockton Rd/Burn Rd (Stranton Green)</p> <p>Middleton Road x2</p> <p>Gulliver Road</p>	<p>Lister Street</p> <p>Pine Grove</p> <p>Additional schemes to be identified.</p>
School Safety Schemes	<p>Elwick School.</p> <p>St. Joseph's Primary School.</p>	<p>High Tunstall School crossing.</p>
Verge Hardening programme/car parking bays	<p>Mullroy Road</p> <p>Inverness Road</p> <p>Innes Road</p> <p>Argyll Road</p> <p>Hamilton Road</p> <p>Lindsay Road</p> <p>Macaulay Road</p>	<p>Westwood Way (subject to utility diversion).</p> <p>Other schemes to be identified/confirmed.</p>

Scheme Type	2022-2023	2023-2024
Traffic Signal Improvements	Upgrade to York Rd/Thornton St crossing.  Upgrade to Park Rd/Waldon St signals.	Upgrade to A689/Sappers Corner signals.  Upgrade to Easington Rd (Former Saxon Hotel) crossing.
Car Parking Improvements	Contribution to Archer Street car park works.  Permit zone lining/signing works.	Contribution to replacement camera enforcement car.  Car park surfacing works to be identified.
Highway Improvement Schemes	Match funding contributions to various DfT/TVCA funding bids as required.  Wynyard Road improvement scheme.  Cats eyes/road markings replacement.  Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).	Match funding contributions to various DfT/TVCA funding bids as required.  York Road/Victoria Road traffic signals upgrade.  Cats eyes/road markings replacement as required.  A689/Wynyard/The Wynd roundabout improvements contribution.  Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).
Access To Employment	Contribution to town centre traffic signal upgrades.	ISQ Quarter/industrial estate works to be identified.

<b>Scheme Type</b>	<b>2022-2023</b>	<b>2023-2024</b>
Street Lighting	<p>West View Road, Catcote Road column replacement/lighting upgrades.</p> <p>Headland sea front column replacement.</p> <p>South Fens/Catcote Rd upgrade scheme.</p>	Column replacement/lighting upgrade schemes to be identified.

# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Place Management)

**Subject:** 5 YEAR HIGHWAY MAINTENANCE PROGRAMME

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

- 1.1 Key Decision test (i) and (ii) applies. Forward Plan Reference No. NRS 03/23.

## 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 2023/2024 the capital grant allocation for highway maintenance is the same as the 2022/23 allocation – **£1,525,747**. This is made up of Highways Maintenance formula funding, Incentive Fund and Pot-hole Fund allocations, and the Council has now received a multi-year settlement of the same amount, up to and including 2026/27.
- 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.
- 3.4 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 deteriorating through increases in traffic volume, 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 rolling 5-year programme attached at **Appendix 1** is based on the multi-year settlement now received, and assumes that this will continue for Year 5 of the programme.
- 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). The most cost efficient material will always be utilised when undertaking resurfacing and repairs.
- 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.

#### **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 a total

budget for 2023/2024 of £1,525,747. A small amount of float is carried each year, which covers instances where the yearly total is slightly over the allocation (i.e. Year 1).

## 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
Environment, Sustainability And Climate Change 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 2023/2024 using the most cost effective materials available.
- 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.

### 14. CONTACT OFFICER

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Sign Off:-

Director of Policy and Finance  
Chief Solicitor

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**Year 1 2023/24**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£300,000
Mowbray Road	Section	£102,000
Easington Road	Section – Coast Road	£60,000
Catcote Road	Sections	£100,000
King Oswy Drive	Sections	£30,000
Worset Lane	Residential section	£25,000
Old Cemetery Rd	Section	£20,000
Old School Lane	A179 to Village plus first section south of A179	£15,000
Throston Grange Ln	Bottom section	£38,000
Brougham Terrace	Section	£40,000
Elliott Street	Full	£22,000
Fens Crescent	Section	£26,000
Ridlington Way	Full	£30,000
Lizard Grove	Full x2	£16,000
Minch Road	Full	£24,000
Bond Street	Section	£12,000
Northlands Ave	Full	£9,000
Greatham Back Rd	Sections	£30,000
Owton Close	Full	£9,000
Queen Tce, Seaton	Full	£12,000
Green Tce, Seaton	Full	£9,000
Jesmond Road	Chester Rd to Everett St	£52,000
Northgate	Sections	£50,000
Durham Street	Sections	£35,000
Macaulay Road	Section	£26,000
South Parade	Oxford St – Southburn Tce	£20,000
Egerton Road	Top Section	£28,000
Cresswell Road	Full	£35,000
Hindpool Close	Full	£18,000
Stonethwaite Close	Full	£22,000
Torbay Grove	Full	£18,000
Gainford Street	Full	£10,000
Clark St	Section	£25,000
Moorhen Road	Section	£15,000
Seaton Lane	Section	£30,000
Dalton Piercy Rd	A19 to Three Gates	£50,000
Cresswell Drive	Full	£9,000
Friar Terrace	Full	£15,000
Gladstone Street	Full	£15,000
Greatham High St	Section	£30,000
Sinclair Road	Full	£34,000
Sheriff Street	Bottom section	£15,000
Oxford Road bottom end		£60,000
Pounder Place	Full	£9,000
		<b><u>£1,550,000</u></b>

**Year 2 2024/25**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£435,000
Burn Road	Tesco Section	£45,000
Raby Road	Sections	£30,000
Old Cemetery Rd	Section	£22,000
West View Road	Sections	£75,000
Huckelhoven Way	Sections	£60,000
Warkworth Drive	Full	£20,000
King Oswy Drive	Sections	£42,000
Warren Road	Sections	£38,000
Wynyard Road	Section	£45,000
Catcote Road	Sections	£135,000
Chester Road	Section	£35,000
Oxford Road	Sections	£58,000
Newhaven Court	Full	£24,000
Coal Lane	Sections	£29,000
Cranwell Road	Section	£24,000
Granville Avenue	Section	£32,000
Park Avenue	The Parade to Cresswell Rd	£28,000
Worset Lane	Section	£44,000
Beaconsfield St	Full	£12,000
Middlegate	Northgate to Sunnyside	£23,000
Town Wall	Full	£62,000
Sandwell Chare	Full	£9,000
Friar Street	Full	£9,000
Church Close	Full	£10,000
Pinero Grove	Full	£8,000
West Park	Section	£18,000
Bransdale Grove	Full	£9,000
Dalton Back Lane	Section – A689 end	£65,000
Huntley Road	Full	£11,000
Callander Road	Full	£32,000
Casebourne Rd	Section	£36,000
		<b><u>£1,525,000</u></b>

**Year 3 2025/26**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£345,000
York Road	Raby Rd to Victoria Rd	£95,000
Brenda Rd	Seaton Lane to Tofts Farm	£175,000
Catcote Road	Section – South Fens	£90,000
Seaton Lane	Brenda Rd to A689	£100,000
Moor Parade	Full	£66,000
Brierton Lane	Section	£55,000
York Place	Full	£80,000
Grosvenor Street	Grange Rd to School	£34,000
Roxby Close	Full	£16,000
Grainger Street	Full	£18,000
Thornhill Gdns	Full	£26,000
Kilmarnock Rd	Owton Manor Lane to Jedburgh Rd	£73,000
Parton Street	Full	£25,000
Stockton Road	Tanfield Rd to Loyalty Rd (S)	£32,000
Victoria St, H'land	Full	£13,000
Carroll Walk	Full	£33,000
Ivy Grove	Full	£26,000
Edgar Street	Full	£12,000
North Road, Seaton	Full	£14,000
Winterbottom Ave	Holdforth Rd to Warren Rd	£38,000
Coleridge Ave	Full	£15,000
Welldeck Gardens	Full	£13,000
Penrhyn Street	Full	£14,000
Farndale Road	Full	£8,000
Earlsferry Road	Full	£29,000
Troutpool Close	Full	£17,000
Eaglesfield Road	Full	£46,000
Rydal Street	Full	£17,000
		<b><u>£1,525,000</u></b>

**Year 4 2026/27**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£330,000
Catcote Road	Sections. Full recon	£130,000
A1086	Coast Road to Durham Boundary Phase 1	£85,000
Bath Terrace	Full	£22,000
A1049 West View Rd	Sections	£90,000
Tristram Avenue	Section	£26,000
Heathfield Drive	Section	£22,000
King Oswy Drive	Sections	£82,000
Ardrossan Road	Full	£32,000
Hart Village	A179 to western village entrance	£75,000
A179	Tall Ships Roundabout	£46,000
A179	Hart Roundabout	£90,000
Oxford Road	Top end. Full reconstruction	£125,000
Charterhouse St	Full	£21,000
Rugby St	Full	£21,000
Uppingham St	Full	£21,000
Kingsley Avenue	Section	£42,000
Brierton Lane	A689 to Catcote Phase 1	£36,000
Mainsforth Tce	Newburn Bridge to Musgrave	£57,000
Dalkeith Road	Full	£50,000
Surtees Street	Full	£33,000
Milbank Road	Avondale Gdns to Allerton Close	£19,000
Alston Street	Full	£15,000
Radnor Grove	Full	£22,000
Cowper Grove	Full	£25,000
Chichester Close	Cul-de-sacs	£12,000
		<b><u>£1,529,000</u></b>

**Year 5 2027/28**

<b>Street</b>	<b>Location</b>	<b>Cost Est.</b>
Sections of KRN subject to inspections (A689, A179, etc)		£350,000
Catcote Road	Sections (Full reconstruction)	£140,000
A1086	Coast Road to Durham Boundary Phase 2	£125,000
Brierton Lane	A689 to Catcote Phase 2	£95,000
Park Road	Sections	£75,000
Brenda Road	A689 rbt to Oxford Road	£94,000
Braemar Road	(Concrete rd)	£136,000
Throston Grange Ln	Sections	£81,000
Marlborough Street	Full	£30,000
Rowell Street	Full	£27,000
Queen Street	Full	£16,000
Tees Road	Mayfair to Power Station	£145,000
Kesteven Road	(Full reconstruction)	£96,000
Percy Street	Full	£41,000
Lightfoot Crescent	Full	£28,000
Chaucer Ave	Full	£33,000
Retford Grove	Full	£14,000
		<b><u>£1,526,000</u></b>

**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 2025/26 or if increase in material costs etc.**

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

**4 A small amount of contingency funding is carried each year which comes from underspends on other schemes, and this covers instances where the yearly total is slightly over the allocation (i.e. Year 1).**

# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Regulatory Services)

**Subject:** AIR QUALITY STRATEGY

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key Decision.

## 2. PURPOSE OF REPORT

- 2.1 To inform Neighbourhood Services Committee of the current position regarding air quality in the Borough and to present members with a draft Air Quality Strategy for their consideration.
- 2.2 To request approval for the draft strategy to undergo a process of consultation prior to submission as a key decision to the forward plan.

## 3. BACKGROUND

- 3.1 Air pollution has a significant effect on Public Health in the UK and clean air is extremely important for the health and wellbeing of people who live and work in the Borough.
- 3.2 Air quality is currently high on the Government's agenda and the UK has set stringent targets to cut national emissions of five air pollutants (fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile compounds) with the goal to reduce the harm to human health from air pollution by half by 2030.
- 3.3 The Council monitors air pollution in the Borough in order to fulfil its statutory duties under the Environmental Act 1995 (Part IV Local Air Quality Management), check compliance against current UK air quality objectives, guidelines and limits and assess trends in air quality and thereby the effectiveness of policies and local interventions to improve air quality.
- 3.4 Monitoring results across the Borough are good and are consistently below objective levels set by Government.

- 3.5 Annual Air Quality Status Reports (ASRs) are produced and, once approved by the Department for Food, Environment and Rural Affairs (DEFRA), are published on the Council's website to raise awareness and provide re-assurance to the public of local air quality.
- 3.6 DEFRA have notified officers that, in addition to the submission of ASR 2023 by 30<sup>th</sup> June 2023, a local Air Quality Strategy must be produced in 2023.
- 3.7 A draft Air Quality Strategy has been produced (see **Appendix 1**) which would fulfil DEFRA's requirements, enable the Council to respond to the increasing national recognition of the impact of air pollution on Public Health and raise local awareness of the importance of air pollution, emphasising the Council's role in maintaining and improving air quality.
- 3.8 The proposed Strategy includes a range of inter-departmental 'statements of intent' which have been developed by officers and will help ensure that air quality is an integral part of the Council's remit. If the strategy is approved, an action plan will be produced to deliver on these statements.
- 3.9 The Council has committed to be a Net Zero Authority by 2030 and on 13<sup>th</sup> December 2021, Finance and Policy Committee approved the production of a Net Zero and Climate Change Plan for the Council. This Air Quality Strategy would be integral to the plan which is currently being developed.

#### **4. PROPOSALS**

- 4.1 That the Committee notes the report and approves the draft Air Quality Strategy for consultation.

#### **5. RISK IMPLICATIONS**

- 5.1 DEFRA may instigate measures if their requirement for the Council to produce an Air Quality Strategy is not fulfilled.
- 5.2 There is a secondary, reputational risk if the required documentation is not produced, approved and published.

#### **6. FINANCIAL CONSIDERATIONS**

- 6.1 There are currently no specific financial considerations, however these may develop where departments implement initiatives to support the strategy. These will be reported and approval sought as they arise.

#### **7. LEGAL CONSIDERATIONS**

- 7.1 Producing an Air Quality Strategy ensures that the Council complies with its legal requirements in relation to air quality.

## **8. CONSULTATION**

- 8.1 Informal consultation was undertaken with officers from various departments and agreement sought for proposals identified in the Air Quality Strategy.
- 8.2 This draft version of the Air Quality Strategy will be open for public consultation and following this exercise the final document will be brought back to a future Committee for approval.

## **9. CHILD/FAMILY POVERTY CONSIDERATIONS**

- 9.1 The Air Quality Strategy includes a policy to support householders in the Borough to access a range of energy efficiency measures to reduce use of fossil fuels and help reduce heating costs and **Appendix 2** details the impact assessment form.

## **10. EQUALITY AND DIVERSITY CONSIDERATIONS**

- 10.1 The effects of air pollution are often worse in the most vulnerable in our communities, including children, the disabled, individuals with existing respiratory disease and the elderly.
- 10.2 Furthermore the health impacts of air pollution disproportionately impacts those who live in less affluent areas, exacerbating health inequalities and an impact assessment form can be found at **Appendix 3**.

## **11. ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS**

- 11.1 The proposed strategy is integral to the work the Council is undertaking to improve the environment and adapt to, and mitigate, the effects of Climate Change.

## **12. STAFF CONSIDERATIONS**

- 12.1 Additional staff time may be necessary to enable effective partnership working and to achieve the aims and policies identified within the strategy.

## **13. ASSET MANAGEMENT CONSIDERATIONS**

- 13.1 The Air Quality Strategy includes a policy that the Council will continue to address its energy usage within Council buildings through the adoption of efficient energy practices and use of the best available technology to deliver energy savings, where possible.





# (Draft) Air Quality Strategy

‘A Breath of Fresh Air’

2023 -2030

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This report will be available on the Hartlepool Borough Council web site at [www.hartlepool.gov.uk](http://www.hartlepool.gov.uk)

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## 1. EXECUTIVE SUMMARY

This Air Quality Strategy outlines the approach Hartlepool Borough Council (hereafter referred to as ‘the Council’) will take to help protect and, where possible, improve air quality in the Borough.

Air pollution is associated with a number of adverse health impacts and it is recognised as a contributing factor in the onset of heart disease and cancer. Additionally, air pollution particularly affects the most vulnerable in society and often has a strong correlation with equalities issues because less affluent areas are often those with poorest air quality.

Air pollution comes from many sources and pollutants can travel long distances and combine with each other to create different pollutants. Emissions from distant and local sources can build up into high local concentrations of pollution.

The Council monitors air pollution in the Borough in order to fulfil its statutory duties under the Environmental Act 1995 (Part IV Local Air Quality Management) and publishes an Air Quality Status Report each year. These reports have consistently concluded that air quality in the Borough is good.

As part of its commitment to protecting and improving air quality in the Borough, the Council has introduced a range of initiatives and actions across departments, and in partnership with external organisations, which will help to reduce pollution and maintain good air quality. The majority of these actions and initiatives are to reduce the environmental impact of traffic on the roads and encourage healthier, alternative methods of transport.

An integral part of the strategy are the statements of intent which have been defined and developed by officers from relevant service areas across the Council. Actions to help achieve the aims of the strategy will be developed and collated and an Action Plan produced.

The Council has a unique role in achieving and maintaining good air quality through a combination of enforcement, education and partnership working. The Council is ideally placed to interact with the general public, statutory and voluntary organisations and local businesses to develop partnerships which will assist in identifying and implementing initiatives necessary to achieving the aims of the Strategy.

## 2. INTRODUCTION

Air pollution has a significant effect on Public Health in the United Kingdom (UK) and clean air is extremely important for the health and wellbeing of people who live in the Borough. It is also essential for making sure that Hartlepool is a welcoming place to visit and work and every one of us deserves to breathe air free from harmful levels of air pollutants.

Air pollution is a mixture of particles and gases in the air which impacts on the health of people or has other harmful environmental effects. Air pollution has been linked to many long term health conditions, including respiratory and cardiac disease, cancer and more recently associated with changes linked to dementia.<sup>1</sup> Between 2017 and 2025, the total cost to the NHS and social care of air pollution is estimated to be £1.60 billion for Particulate Matter (PM<sup>2.5</sup>) and Nitrogen Dioxide (NO<sup>2</sup>) combined. This figure increases to £5.6 billion if diseases are included for which there is currently less robust evidence for an association.<sup>2</sup>

It is estimated that long-term exposure to air pollution in the UK has an annual effect equivalent to 28,000 to 36,000 deaths and research indicates that eliminating air pollution could increase the life expectancy of people in the UK by 6 months.<sup>3</sup>

The effects of air pollution are often worse in the most vulnerable in our communities, including children, the disabled, individuals with existing respiratory disease and the elderly. Furthermore the health impacts of air pollution disproportionately impacts those who live in less affluent areas, exacerbating health inequalities. In her Annual Report of 2017 the (then) Chief Medical Officer Professor Dame Sally C. Davies stated 'There are strong geographical differences in the occurrence and concentration of pollutants. Analysis shows that these patterns, which vary by pollutant type, are related to measures of socioeconomic status, with pollution sources and higher concentrations of ambient pollution typically found in more socially disadvantaged areas'.<sup>4</sup>

Whilst air quality has improved significantly in recent decades, and will continue to improve due to national policy decisions, there are some areas where local action is needed to improve air quality further. The Council has, over many years, delivered local initiatives to improve health and the environment and this work will continue to be developed and implemented where possible.

The Council is committed to improving air quality across the Borough and minimising pollution levels which will bring significant and positive effects to the local environment and

on health, quality of life and the local economy. The Council will work collaboratively within and external to the Council to bring about meaningful improvements in air quality.

### **3. AIMS OF THE AIR QUALITY STRATEGY**

The Strategy enables the Council to respond to the increasing recognition nationally of the impact of air pollution on public health and the importance of good air quality.

The Strategy aims to raise local awareness of the importance of air pollution and emphasise the role of the Council in maintaining and improving air quality.

The Council is committed to openness and transparency. The Strategy will be regularly reviewed and progress monitored and reported on the Council's website. This will provide re-assurance to the general public that the Council is meeting its statutory obligations, has put its 'Own House in Order' and is leading by example.

The Strategy highlights current initiatives and strategies which help to deliver cleaner air. Furthermore it proposes statements of intent which will help to further demonstrate the Council's commitment to improving air quality and provides a framework for partnership working.

### **4. AIR QUALITY IN THE UK**

Air pollution and its effects on population health became an increasingly serious problem in the early 19th Century when, as a result of the Industrial Revolution, there were an increasing number of factories burning fossil fuels and the population was rapidly growing resulting in increased air pollution from coal burning fires. During unfavourable weather conditions in the 1950's and 60's, these pollutants formed the infamous 'smogs' which sources suggest that, when they were particularly bad events, caused thousands of premature deaths of susceptible people.<sup>5</sup>

These smogs, and the effects they had on population health, resulted in the first Clean Air Act of 1956, and by 1961 the UK had established the world's first co-ordinated national air pollution monitoring network. The Clean Air Acts of 1956 and 1968 were later consolidated into the Clean Air Act 1993<sup>6</sup> which allowed the establishment of designated Smoke Control Areas to improve air quality through the use of alternative fuels and authorised appliances.

Since the introduction of successful (Domestic, European Union (EU) and internationally driven) legislation and the introduction of cleaner fuels and technologies, there has been a dramatic decline in levels of harmful pollutants and current concentrations of many recognised pollutants are now at their lowest since measurements began. Between 1970 and 2020 (the most recent year for which data are available), UK estimated emissions of nitrogen oxides have fallen by 76%, UK estimated emissions of PM<sup>10</sup> particulate matter have fallen by 80% and UK estimated emissions of PM<sup>2.5</sup> particulate matter have fallen by 85%.<sup>7</sup>

Notwithstanding this, air quality remains high on the Government's agenda and the UK has set stringent targets to cut national emissions of five air pollutants (fine particulate matter, ammonia, nitrogen oxides, sulphur dioxide, and non-methane volatile compounds) by 2020 and 2030 with the goal to reduce the harm to human health from air pollution by half. The Clean Air Strategy published in 2019 sets out the comprehensive actions necessary to meet the goal and acknowledges that effective action is needed at all levels of government and that neighbouring local authorities and other public bodies need to work collectively to tackle air pollution.<sup>8</sup> The Environment Act 2021 received Royal Assent on 9<sup>th</sup> November 2021 and introduced a requirement for the Secretary of State to set a target for an annual mean concentration level of fine particulate matter (PM<sub>2.5</sub>) in ambient air. The proposed target is a maximum concentration of 10µg/m<sup>3</sup> to be met across England by 2040. A further target has also been proposed of a 35% reduction in population exposure by 2040 (compared to a base year of 2018).<sup>9</sup> The Act also enables local authorities to take more effective, co-ordinated actions to achieve their air quality objectives and deliver improvements to public health.

## **5. AIR QUALITY IN HARTLEPOOL**

### **5.1 Main Sources of Air Pollution**

Hartlepool has a strong industrial heritage and, in the past, this has often made a significant contribution to poor air quality in the area and, early air quality monitoring within Hartlepool and neighbouring councils was specifically targeted to industrial sources of pollution. Many of the old industrial plants have now closed and regulation has improved significantly over the decades. The closure of plants and better regulation has resulted in industrial air pollution at ground level being greatly reduced.

Hartlepool has an extensive coastline and at times of strong north-easterly weather, there can be high levels of natural particulates which may have health effects for some members

of the public. Although not frequent events, Hartlepool does experience foam storms. Sea foam can hold algal toxins or surface-active pollutants in its bubbles which, when released into the air can pose a health risk for individuals with pre-existing health conditions and may cause irritation to the eyes.

Over recent years there has been an increase in the use of solid fuel stoves as a source of heating for domestic properties potentially further increasing the emission of harmful environmental pollutants. Most residential properties in the Borough of Hartlepool are included in a smoke control area where the solid fuels used are restricted to those approved by DEFRA or fuels burned in a DEFRA approved appliance in order to reduce emissions to the atmosphere.<sup>10</sup> The Air Quality (Domestic Solid Fuel Standards) (England) Regulations 2020 tightened the standards relating to the sale of wood and other fuels which can be burnt in a domestic property and ensures that the sale of wood for combustion in domestic properties includes a 'ready to burn' mark.

Although there are several factors which affect air quality, it is pollution from road traffic, that is now of greatest concern to public health. Within Hartlepool through traffic is generally light and is channelled onto the main A689 and A179 through-route leading to the main A19 trunk road which passes well to the west of the town, through rural areas. The main impact on public health is along commuter roads, and it is in this area that most action needs to be targeted to alleviate air pollution. Fortunately, most housing along these roads is low rise, and set back from kerbside so that there is good dispersion of air pollutants compared with older UK cities and towns. The focus for current air quality monitoring within Hartlepool is on potential pollution from road traffic.

## **5.2 Local Air Quality Monitoring**

The Environmental Protection Team at the Council monitor air pollutants at a range of locations across the Borough using both automatic and non-automatic (diffusion tubes) monitoring stations. The monitoring is undertaken to check compliance against current UK air quality objectives, guidelines and limits<sup>11</sup> and also to assess trends in air quality and thereby the effectiveness of policies and local interventions to improve air quality.

Monitoring results across the Borough are generally good and are consistently below objective levels set by Government.

Annual Air Quality Status Reports (ASR) are produced and published on the Council's website to raise awareness and provide re-assurance to the public of local air quality.

The current focus of monitoring across the Borough is to obtain reliable, accurate data for nitrogen dioxide and PM<sup>10</sup>. PM<sup>2.5</sup> data will be collated from 2023.

### **5.3 Environmental Enforcement**

Local Authorities regulate small industries which can cause air pollution. Operators must obtain an environmental permit from the local authority, which sets out air quality standards. Once the permit is obtained, premises are inspected on a regular basis to ensure compliance. The permitting system operates in England and Wales through the Environmental Permitting (England and Wales) Regulations 2016.

The Council has enforcement powers under the Environmental Protection Act 1990 and the Clean Air Act 1993 which can be used if people allow smoke from bonfires and chimneys to cause a statutory nuisance and, subject to some exemptions, allow the emission of dark smoke from industrial or trade premises.

## **6. CURRENT INITIATIVES**

The National Institute for Health and Care Excellence (NICE) has produced guidelines (NG70) and a quality standard which covers road-traffic related air pollution and its impacts on health and is supported by a number of organisations including Public Health England and the British Lung Foundation and is endorsed by the Department of Health and Social Care.<sup>12</sup> The guidelines recommend a number of actions which, when taken together, are likely to cumulatively produce significant change.

The Council acknowledges and welcomes the NICE guidelines and key areas of actions which the Council are progressing include reducing emissions from public sector transport services and vehicle fleets, smooth driving and speed reduction, active travel and awareness raising.

## **7. FUTURE PLANS AND POLICIES**

The Council is committed to protecting and improving air quality in the Borough and will continue to develop relationships with partners to achieve positive air quality outcomes.



The Environmental Protection Team will increase the level of non-automatic monitoring in 2022/2023 in order to gain a stronger understanding of the air quality issues within the Borough.

Officers have agreed the inter-departmental statements of intent below which will help ensure that air quality is an integral part of the Councils remit.

	Statement of Intent
1.	The Council will continue to fulfil its statutory duties under the Environmental Act 1995 Part IV Local Air Quality Management and meet the target deadlines for reporting as set by Defra.
2.	The Council will ensure the Air Quality Strategy and Air Quality Status Reports are available on the Council website.
3.	The Council will continue to work closely with local industry and businesses to reduce pollution and, in particular, help improve air quality through the regulation and permitting of installations in accordance with the Environmental Permitting (England and Wales) Regulations 2016.
4.	The Council will continue to promote activities to raise the profile of air quality in the Borough.
5.	The Council will continue to address its own energy usage within Council buildings through adoption of efficient energy practices and use of the best available technology to deliver energy savings.
6.	The Council will develop and implement a Net Zero and Climate Change Strategy by 2023.
7.	The Council will continue to work with neighbouring Local Authorities together with Tees Valley Combined Authority on sustainable transport issues within the Borough and encourage more sustainable transport modes to the car to protect and improve local air quality.
8.	The Council will continue to work with local schools to secure air quality improvements through the development of School Travel Plans and encouragement of sustainable practices.
9.	The Council will ensure that emissions from Council fleet vehicles will be fully considered.
10.	The Council will continue to fulfil its statutory duties with respect to waste management build upon its current achievements and strive to meet the recycling and composting targets.
11.	The Council will review its procurement policies and procedures and implement a Procurement Strategy that includes appropriate consideration of environmental and sustainability impacts and appraisal.

12.	The Council acknowledges the link between air quality and health and will continue to promote and implement health initiatives and environmental improvements to secure public health benefits. The Public Health Strategy will emphasise the link between air quality and health to raise awareness of the impacts of poor air quality.
13.	The Council will support householders in the Borough to access a range of energy efficiency measures to reduce use of fossil fuels and help reduce heating costs.
14.	The Council will ensure that environmental impact legislation is adhered too and that the planning process ensures the effects on air quality of proposals are duly considered.
15.	The Council will continue to work in partnership with external organisations and help to progress initiatives which have a positive impact on air quality.
16.	The Council will ensure that the aims of the Air Quality Strategy are integrated into all relevant Council's policies and strategies.

## 8. PARTNERSHIP WORKING

The Council acknowledges its key role in maintaining and improving air quality in the Borough and is committed to effectively tackling air quality issues within its control. However, we recognise that there are Local, Regional and National organisations which have an impact on air quality and are outside of our influence. In addition to local organisations, we will continue to work in partnership with regional and central government on policies and issues which are beyond the Council's influence.

## GLOSSARY OF TERMS

Abbreviation	Description
DEFRA	Department for Environment Food and Rural Affairs
DfT	Department for Transport
EU	European Union
NICE	National Institute for Health and Care Excellence
(NO <sup>2</sup> )	Nitrogen Dioxide
(PM <sup>2.5</sup> )	Particulate Matter 2.5 (particles less than 2.5 µm)
(PM <sup>10</sup> )	Particulate Matter 10 (particles less than 10 µm)
Smog	A mixture of smoke, gases and chemicals, especially in cities, that makes the atmosphere difficult to breathe and harmful for health.

Abbreviation	Description
(SO <sub>2</sub> )	Sulphur Dioxide
UK	United Kingdom

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[UK Air Quality Limits - Defra, UK](#)

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## 14. RECOMMENDATIONS

- 14.1 That Members note the contents of the report and approve the public consultation exercise on the draft Air Quality Strategy.

## 15. REASONS FOR RECOMMENDATIONS

- 15.1 This is a draft report for consultation and the final Air Quality Strategy will be brought back to a future Committee meeting after any views and comments from the consultation process have been evaluated and updated into the final document.

## 16. BACKGROUND PAPERS

- 16.1 Finance and Policy Committee – Net Zero and Climate Change Strategy Report.
- 16.2 [DEFRA - Local Air Quality Management Policy Guidance \(PG22\).](#)
- 16.3 [Chief Medical Officer annual report 2017.](#)

## 17. CONTACT OFFICER

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Sign Off:-

- Director of Finance and Policy ☒
- Chief Solicitor/Monitoring Officer ☒

**POVERTY IMPACT ASSESSMENT FORM**

<b>1. Is this decision a Budget &amp; Policy Framework or Key Decision? YES / NO</b>				
If YES please answer question 2 below				
<b>2. Will there be an impact of the decision requested in respect of Child and Family Poverty? YES / NO</b>				
If YES please complete the matrix below				
GROUP	POSITIVE IMPACT	NEGATIVE IMPACT	NO IMPACT	REASON & EVIDENCE
Young working people aged 18 – 21			✓	
Those who are disabled or suffer from illness / mental illness			✓	
Those with low educational attainment			✓	
Those who are unemployed			✓	
Those who are underemployed			✓	
Children born into families in poverty	✓			Support householders in the Borough to access a range of energy efficiency measures to reduce use of fossil fuels and help reduce heating costs.
Those who find difficulty in managing their finances			✓	
Lone parents			✓	
Those from minority ethnic backgrounds			✓	
<b>Poverty is measured in different ways. Will the policy / decision have an impact on child and family poverty and in what way?</b>				
Poverty Measure (examples of poverty measures appended overleaf)	POSITIVE IMPACT	NEGATIVE IMPACT	NO IMPACT	REASON & EVIDENCE
Life expectancy				Evidence in report that air quality affects life expectancy
Household income				Reduced heating costs

**POVERTY IMPACT ASSESSMENT FORM**

<b>Overall impact of Policy / Decision</b>			
<b>POITIVE IMPACT/NO CHANGE</b>	✓		
<b>NO IMPACT / NO CHANGE</b>		<b>ADJUST / CHANGE POLICY / SERVICE</b>	
<b>ADVERSE IMPACT BUT CONTINUE</b>		<b>STOP / REMOVE POLICY / SERVICE</b>	
<b>Examples of Indicators that impact of Child and Family Poverty.</b>			
<b>Economic</b>			
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			
<b>Education</b>			
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)			
<b>Housing</b>			
Average time taken to process Housing Benefit / Council tax benefit claims			
Number of affordable homes built			
<b>Health</b>			
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
Regulatory Services	Public Protection	Environmental Protection	Zoe Craig
Service, policy, practice being reviewed/changed or planned	Air Quality Strategy		
Why are you making the change?	DEFRA requirement		
How might this impact (positively/negatively) on people who share protected characteristics?			
Please tick		POSITIVELY	NEGATIVELY
Age		✓	✗
<p>The effects of air pollution are often worse in the most vulnerable in our communities, including children, the disabled, individuals with existing respiratory disease and the elderly. Furthermore the health impacts of air pollution disproportionately impacts those who live in less affluent areas, exacerbating health inequalities.</p> <p>Please describe...</p>			
Disability		✓	
As above			
Gender Re-assignment			
Please describe...			
Race			
Please describe...			
Religion			
Please describe...			
Gender			
Please describe...			
Sexual Orientation			



**EQUALITY AND DIVERSITY IMPACT ASSESSMENT FORM**

<i>Please describe...</i>			
<b>Marriage &amp; Civil Partnership</b>			
<i>Please describe...</i>			
<b>Pregnancy &amp; Maternity</b>			
<i>Please describe...</i>			
<b>Has there been consultation /is consultation planned with people who will be affected by this policy? How has this affected your decision making?</b>		<i>Internal consultation only</i>	
<b>As a result of your decision how can you mitigate negative/maximise positive outcomes and foster good relationships?</b>		<i>No negative effects</i>	
<b>Describe how you will address and monitor the impact</b>		<b>1. No Impact - No Major Change</b>	
		<i>Please Detail</i>	
		<b>2. Adjust/Change Policy</b>	
		<i>Please Detail</i>	
		<b>3. Adverse Impact but Continue as is</b>	
		<i>Please Detail</i>	
		<b>4. Stop/Remove Policy/Proposal</b>	
		<i>Please Detail</i>	
<b>Initial Assessment</b>	<i>00/00/00</i>	<b>Reviewed</b>	<i>00/00/00</i>
<b>Completed</b>	<i>00/00/00</i>	<b>Published</b>	<i>00/00/00</i>

# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Place Management)

**Subject:** ELWICK ROAD – 20mph SPEED LIMIT

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non-Key Decision.

## 2. PURPOSE OF REPORT

2.1 To seek approval for the implementation of a 20mph speed limit on Elwick Road between Catcote Road and York Road, and report objections following the advertisement of the Traffic Regulation Order.

## 3. BACKGROUND

3.1 Concerns have been raised by residents regarding the speed of traffic travelling on this stretch of Elwick Road, and a request to implement a 20mph speed limit was subsequently made by a Ward Member.

3.2 This stretch of road is a mixture of residential homes, a school and a section of commercial properties. The speed limit on the road is currently 30mph, which is the default limit for an urban road with street lighting. There are a number of terraced streets which share a junction with Elwick Road to the south, and a number of these streets form crossroads with residential streets opposite. The area near Eldon Grove School and the section near to the shops can become congested with parked cars, which can increase difficulties for pedestrians when crossing.

3.3 Since 2017 there have been 5 recorded injury accidents on these roads (4 slight and 1 serious).

3.4 Following discussions with the Police and other members of the Traffic Liaison Group, it was proposed to consult on the introduction of a 20mph speed limit.

## 4. PROPOSALS

4.1 It is proposed to implement a 20mph speed limit on Elwick Road, between Catcote Road and York Road, which would also include the residential

streets to the south as they can only be accessed from Elwick Road. The residential streets to the north already have a 20mph limit.

- 4.2 The proposed 20mph limit will require the implementation of signage at the points where the speed limit changes, and smaller repeater signs at regular intervals which are generally posted on existing street furniture. There are no plans to implement physical traffic calming on this stretch of road.

## 5. CONSULTATION

- 5.1 Notices were posted on street furniture throughout the area, and articles also posted across the Council's various social media platforms to raise awareness of the proposal.

- 5.2 A total of 8 written objections were received, and the following comments made:

- Vehicles will drive at the speed the road was designed for;
- Require a strategy of low traffic neighbourhoods;
- Waste of tax payer's money;
- Parked cars reduce traffic speed anyway;
- Never see a Police presence, current restriction not enforced;
- Easy answer to problems on Elwick Road;
- Need to address parking problems;
- Would support proposals if other similar roads are given similar priority; and
- Not aware of any accidents which would support the limit.

- 5.3 A total of 6 letters of support were received for the proposed speed limit, which cited road safety improvements, reduction of accidents, slower speeds and a safer road safety environment for vulnerable road users.

- 5.4 The social media articles led to a mixed response with some people in favour, while others in favour also expressed a wish for speed enforcement and / or physical traffic calming measures, the latter of which would not be appropriate on a main road like Elwick Road. Other respondents were against and felt that the new limit wouldn't be adhered to, and also that illegal parking should be tackled more frequently, while some commenting referred to other areas in the Borough.

## 6. CONSIDERATION OF ISSUES

- 6.1 The accident record for the road does give cause for concern, and the consultation shows that there is support for the proposal, while acknowledging there are also people not in favour for various reasons.

- 6.2 The Police, as the agency with the powers for speed enforcement, are also in favour. While the section of Elwick Road from York Road up to just west of Baden Street is an obvious candidate for a 20mph limit, due to the number of

shops and increased pedestrian activity associated with them, as is the next section up past Eldon Grove School, the section beyond Eldon Grove up to Catcote Road is less so.

- 6.3 However, in discussions with the Police it was agreed that due to the gradual bend and slight incline heading west, then the more severe bend with limited visibility for vehicles exiting Queensberry Avenue, that the proposal to be consulted on should continue up to Catcote Road.
- 6.4 On balance, it is considered that these factors outlining the potential road safety and casualty reduction benefits outweigh concerns over lack of enforcement, and that the scheme should proceed.

## **7. FINANCIAL CONSIDERATIONS**

- 7.1 The scheme will be funded by the Local Transport Plan, and is estimated to cost £5,000 to implement.

## **8. LEGAL CONSIDERATIONS**

- 8.1 Traffic Regulation Orders have already been advertised.

## **9. OTHER CONSIDERATIONS**

Risk Implications	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability And Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

## **10. RECOMMENDATIONS**

- 10.1 It is recommended that the proposed 20mph speed limit is implemented.

## **11. REASONS FOR RECOMMENDATIONS**

- 11.1 To help improve road safety on this stretch of road by reducing traffic speeds.

## **12. BACKGROUND PAPERS**

- 12.1 There are no background papers.

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# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Regulatory Services)

**Subject:** RESTRICTION OF VEHICULAR ACCESS TO LAND AT  
THE REAR OF WEST VIEW ROAD

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 Non Key decision.

## 2. PURPOSE OF REPORT

2.1 To prohibit vehicular access to the area of land to the rear of 166 – 294 (evens) West View Road, Hartlepool.

## 3. BACKGROUND

3.1 Officers were approached by ward councillors in July 2022 to investigate a longer term solution to the constant fly tipping issues and deliberate fires that occur on HBC land between the railway line and the rear of properties on West View Road. The land is regularly used for large scale fly tipping, normally from apparent house clearance items and where items with no scrap metal value are then set on fire either by the perpetrators or local youths. The Fire Brigade are frequently called to attend to the deliberate fires and our own Cleansing Team are regularly required to clear the fly tipping and / or fire damaged debris before it becomes a risk to the public.

3.2 In an effort to tackle the fly tipping issue, the Council deployed two temporary CCTV cameras in and around the vehicular access point to the site and initially this significantly reduced the number of occurrences of fly tipping incidents, however, as such the cameras can only be used on a temporary basis. Therefore this arrangement does not provide a long term solution as once the cameras are removed, the incidents of fly tipping quickly increase. To install cameras on a permanent basis would require formal planning consent and due to the nature of the site would be difficult.

3.3 Access to the site is via a narrow lane between numbers 278 and 280 West View Road which leads onto an open area of grass land. Some of the land has designated desire routes created by vehicle use and pedestrian walkways, although much is overgrown and dangerously uneven. In the hidden long grass there are a number of deeper potholes which have

created access difficulties for the large fire tender to the point that many of the fire responses have had to be dealt with by officers entering the site on foot. The Fire Brigade have reported that as many of the requests to attend are late at night, this had unfortunately resulted in an officer being injured while accessing the uneven site in the dark.

- 3.4 The Council's Enforcement Officers have carried out a number of investigations into fly tipping incidents at this site, all of which have been unable to recover any meaningful evidence that can be pursued. The most successful deterrent to date, has been the CCTV camera which were installed on a temporary basis with the resident's knowledge and co-operation. This site is vast, and although we can obtain vehicle registration numbers entering and leaving the site (in day light), the limitations of the temporary cameras used failed to capture the actual fly tipping offence, as they were out of camera range or the images were unclear due to weather conditions / darkness.
- 3.5 A limited number of the properties use the site for vehicular access to the rear of their own properties either to access garages or hard standing areas within the curtilage of the fence line that the residents have created. However the site is within the Council's ownership and our Legal Team have advised that residents have no formal rights of access, nor have any licences to allow vehicle access been granted. Any current access arrangement is therefore informal and historical, but could have been established for a number of years. Access from the front of the properties is not possible due to the existing housing layout, although additional on street parking was created a number of years ago by extending the verge parking area on West View Road.
- 3.6 A site meeting took place at the request of the Ward Councillors with a lead local resident in attendance, along with representatives from Enforcement, Cleansing and Fire Brigade. All parties favoured a closure of vehicle access considering this to be the best option of preventing the fly tipping and deliberate fire issues. Resident's also expressed concern as to the potential dangers and risk to properties in the event the fire setting escalates and spreads via the trees, shrubs, vegetation and wooden fences, especially in periods of extreme dry weather when the land is parched and dry.
- 3.7 The picture in **Appendix 1** was taken at the time of the "site walk about" and demonstrates the type of reported fly tipping activity, the aftermath of fire damage and the risk of fire spreading to the close proximity of surrounding trees / bushes and properties.
- 3.8 It should be noted that the site is still a regular and popular walkway for dog owners, therefore this proposal is only to restrict vehicle access to this site and pedestrian access would be maintained.

#### 4. PROPOSALS

- 4.1 In order to maintain pedestrian access to the site it is proposed to install secure heavy duty bollards. The intention would be for the bollards to remain fixed but have the capacity to be removed if emergency access is required and / or Council services need periodic access. Any restricted access controls would be from West View Road end of this access lane.
- 4.2 A further option of consideration could be to gate the entrance and provide keys (potentially under licence of access for those residents with a vehicle requirement). However we understand that this was trialled unsuccessfully a number of years ago as the gate was left unsecure and access and fly tipping continued. There is also a suggestion that some of the residents may be responsible for some of the fly tipping and for this reason the preferred option would be to completely prohibit vehicle access.
- 4.3 Residents have no legal right of vehicular access to the rear of their properties, but many will have been able to enjoy such access through established historic use. In response to concerns that the proposal would remove some of the existing parking provision they enjoy, it should be noted that additional on street parking was created some years ago which could compensate for any forced vehicle displacement.
- 4.4 Although there is evidence that some residents do still use the land as a vehicular access, there are several garages to the rear of properties which have clearly not been used for some time.
- 4.5 **Appendix 2** is a location plan showing those properties affected and **Appendix 3** is a google maps download of the site.

#### 5. OTHER CONSIDERATIONS

Risk Implications	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability and Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

#### 6. FINANCIAL CONSIDERATIONS

- 6.1 While there will be a small financial cost associated with the installation of the bollards, which will be met from existing departmental budgets, there will hopefully be a resulting saving from reduced fly tipping at this location.



## **7. LEGAL CONSIDERATIONS**

- 7.1 Legal Services have advised that residents have no formal rights of vehicular access to this area, nor have any licences to allow vehicle access been granted. Any current access arrangement is therefore informal and historical.

## **8. CONSULTATION**

- 8.1 A consultation was sent to residents of 166 – 294 (even) a total of 34 properties asking for their views and potential support for the closure of vehicle access by installing and access bollard / restricted pedestrian gateway at the entrance to the site. We received 11 responses, 8 of which were in favour of the closure and 3 which opposed it. Two of the objections cited access to existing garages as the reason for opposition, while a third stored a large mobile home to the rear of their property.
- 8.2 It should be noted that a number of the properties were (at the time of the consultation) unoccupied which may account for the relatively low numbers of returns. There was however majority support (from those residents that responded) and the proposal has the unanimous backing of the Elected Members for this ward.

## **9. RECOMMENDATIONS**

- 9.1 That the request to prohibit vehicular access to this site be approved.
- 9.2 That Legal Services be asked to prepare the necessary legal documentation to facilitate the closure.

## **10. REASONS FOR RECOMMENDATIONS**

- 10.1 This reflects the majority support of residents who responded to the consultation and favoured the restriction of vehicular access proposal.

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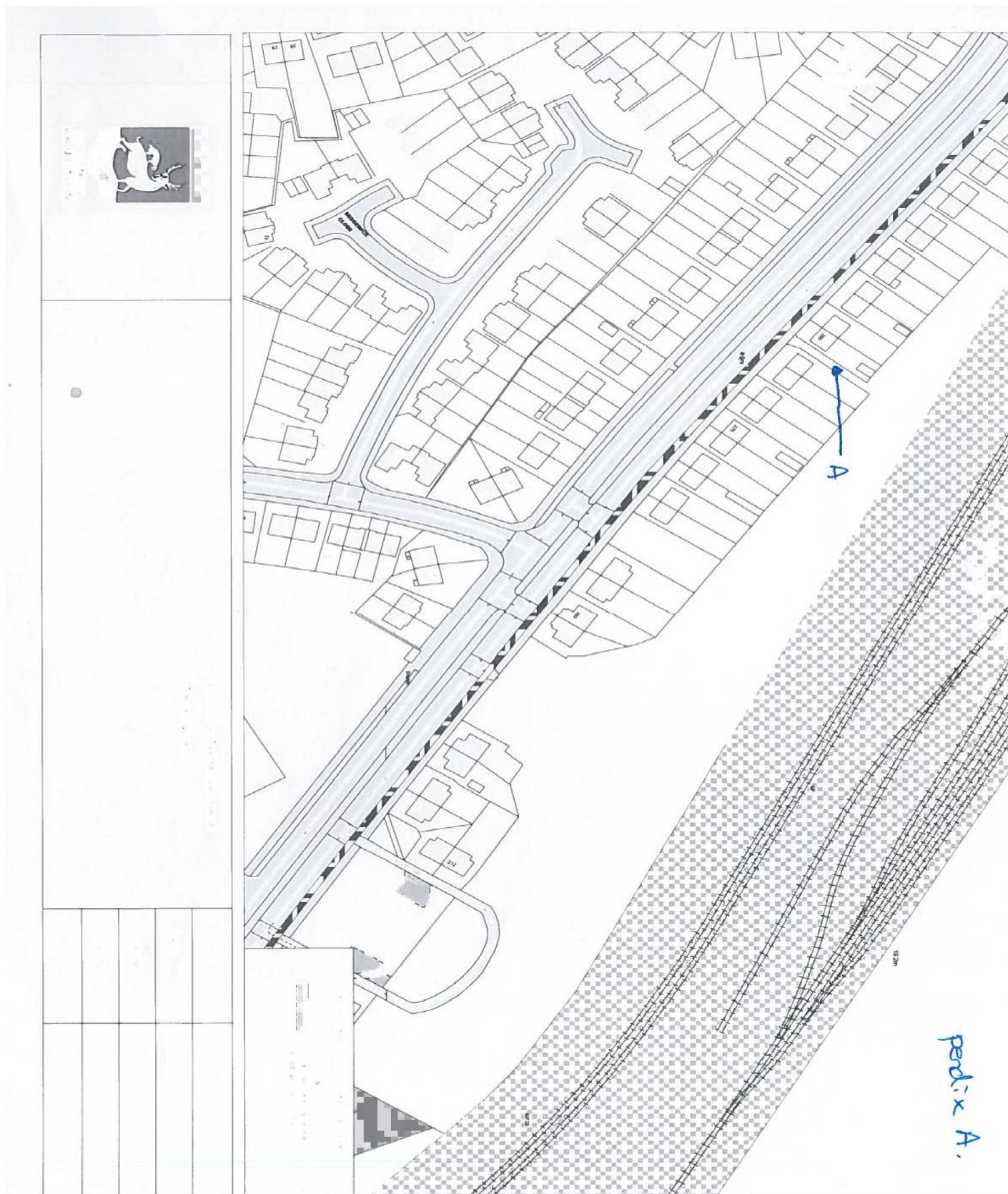
**RESTRICTION OF VEHICULAR ACCESS TO LAND AT THE REAR OF WEST VIEW ROAD**

**APPENDIX 1**





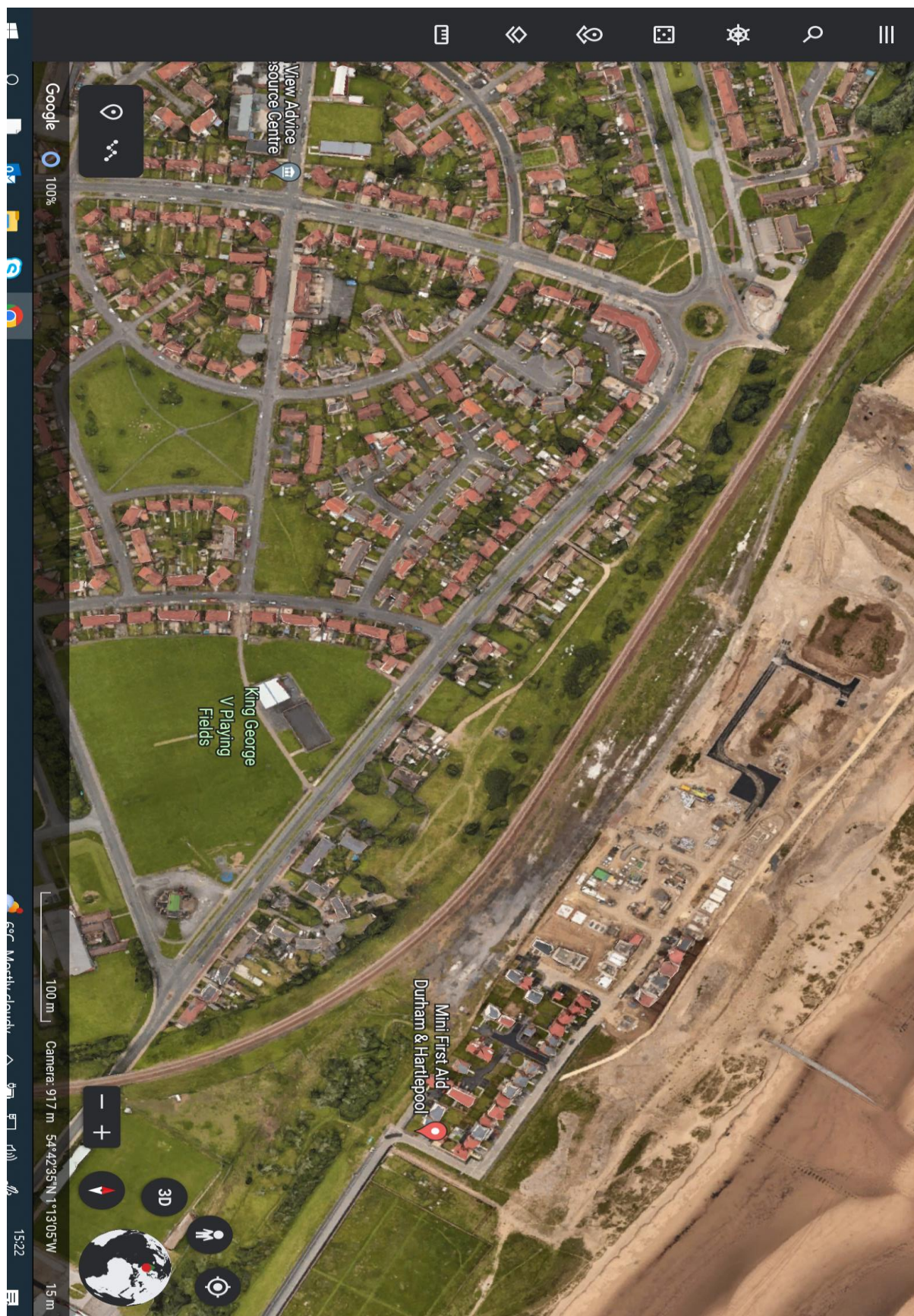
**RESTRICTION OF VEHICULAR ACCESS TO LAND AT THE REAR OF WEST  
VIEW ROAD**  
**APPENDIX 2**





# RESTRICTION OF VEHICULAR ACCESS TO LAND AT THE REAR OF WEST VIEW ROAD

## APPENDIX 3



# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Place Management)

**Subject:** Local Plan Authorities Monitoring Report 2021/22

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## 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 Neighbourhood Services Committee of the Local Plan Authorities Monitoring Report (AMR) 2021/22.

## 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.
- 3.2 The AMR is published on the Council's website.
- 3.3 The AMR is attached at **Appendix 1** to this report.
- 3.4 The report is split up into separate headings which are summarised in key themes.

## 4. PROPOSALS

### 4.1 Housing

- 4.1.1 In accordance with Part 8, 34 (3) of the Town and Country Planning (Local Planning) (England) Regulations 2012, Chapter 4 of the AMR includes annual numbers of net additional dwellings which have been specified in a Local Plan policy.
- 4.1.2 The adopted Local Plan identifies an Objectively Assessed Need (OAN) 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.

- 4.1.3 This report covers the second phase of the Local Plan housing trajectory which sets a baseline delivery target of 400 dwellings/annum. This housing requirement has been set higher than the Objectively Assessed Need (OAN) of 287 dwellings per annum to factor in a replacement of demolitions on Housing Market Renewal (HMR) sites, previous under delivery, and an additional 20% affordable housing buffer.
- 4.1.4 This year a net total of 351 homes were delivered (i.e. 285 new builds, 12 conversions and 54 change of use) and this is slightly below the delivery target of 400, but still higher than the OAN. In comparison to last year, the net delivery has also increased, which is positive and therefore there is no need to review the housing policies. Although the house building rate continues to increase following the COVID pandemic, the cumulative under-delivery continues to increase from minus 348 dwellings last year to minus 397 this year. It is anticipated that the building rate will increase throughout the year, with more housing completions, more planning permissions granted and more building starts.
- 4.1.6 A total of 140 affordable homes were delivered this year (i.e. 81 new build, 53 change of use and 6 refurbished) mainly from the former Brierton School site and Station Road in Greatham. This is above the target of 74 affordable homes and is positive development for the borough. It also addresses the previous year's shortfall and more affordable homes are expected next year to be delivered from Hillview in Greatham and through developer contributions from large sites granted permission during the year. A total of £813,000 Section 106 funds were received for offsite affordable housing this year and £327,794 secured for offsite affordable housing.

Housing delivery is anticipated to increase next year and the coming years to address any shortfalls and also to meet the set annual delivery targets. There is currently no need to revise the delivery targets or the housing policies.

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

- 4.2.1 This year there has been no net employment land uptake or loss from allocated industrial areas. There is a total of 632m<sup>2</sup> gross additional employment floor space from completion of two storage buildings (land at Burn Road) in Longhill and Sandgate industrial area. The site was not previously vacant land hence the construction of the storage buildings does not constitute employment land uptake. The available employment land at Longhill and Sandgate remains 1 ha.
- 4.2.2 No employment land uptake was recorded at the allocated employment site of Wynyard.
- 4.2.3 Retail policies are performing as expected and the town centre continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre

are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance. However, a lack of high quality shops and high 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.

- 4.2.4 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 is permitted under certain circumstances. Limited tourist-related applications have been approved this year, however the tourism policies continue to be implemented and there is currently no need for review.

### 4.3 Environmental Quality

#### ***Natural Environment***

- 4.3.1 There have been no losses or gains in the total area of habitat in international or national designated sites. There has been no losses or additions to biodiversity habitat as a result of planning permissions. However, the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been recommended for re-designation by Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP) and when this happens, it will constitute a loss of habitat and will be recorded at that point.

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 developer contributions from planning applications and this can be measured. This year a total of £24,000 has been received and £202,262 secured through S106 agreements for green infrastructure. No money was received for ecological mitigation but £71,000 is still available and has been carried over from last year. A total of £18,600 was secured for ecological mitigation through signed S106 agreements.

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

- 4.3.2 The Council continues to monitor applications for developments in the countryside, in particular isolated residential developments outside development limits through the adopted New Dwellings Outside of Development Limits SPD.
- 4.3.3 There were three approved developments this year in the rural area. The applications are all justified as they relate to existing rural business in line with rural policies that seek to promote growth and diversification of the rural economy. The New Dwellings outside Developments Limits SPD (2015) continues to assist in the protection of the countryside from unwanted, unsustainable and unjustified developments of isolated dwellings. The rural



development policies continue to be implemented and there is no need to review them.

- 4.3.4 The Council published a total of 11 historic buildings at risk this year i.e. 1 by Grade 1, 8 by Grade 2 and 2 by locally listed. There has been no significant change from last year's list. This highlights there are vulnerable heritage assets across the borough that need attention. There has been no Conservation Area Appraisal this year, however work is still on-going on reviewing the Seaton Carew Conservation Area Appraisal.

### ***Waste, Renewable Energy***

- 4.3.5 The total amount of waste arising this year remained relatively static in comparison to the previous year. More waste was incinerated compared to last year, with less being sent to landfill. The proportion of recycled or composted waste increased from last year. The Council communicates with residents and the wider community via Hartbeat magazine, the Council's own website and social media, to help them to recycle more of their waste. Messages focus on what can and cannot be recycled.
- 4.3.6 Two applications relating to renewable energy were approved in the year i.e. application reference H/2019/0275 for an energy recovery (energy from waste) facility at Graythorp and H/2020/0175 for a solar farm and associated development on land at Worset Lane.

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

- 4.3.7 The Local Plan makes provision for the continued improvement of roads and cycle routes linking the borough. There were no new roads or cycle tracks created this year, and the Council continues to explore schemes that will deliver sustainable transport, which are as follows:
- Transport Interchange to Headland;
  - Transport Interchange to Wolviston;
  - Marina to Seaton Promenade (Levelling Up Funding); and
  - A689 to Summerhill (Levelling Up Funding).
- 4.3.8 Works have taken place with the TVCA to establish a town centre cycling hub. Discussions have taken place with a view to obtaining suitable premises.
- 4.3.9 The Council has continued to improve access and furniture in the countryside so that a more inclusive network is available to a broader user base. This year, 0.28 km of public rights of ways were diverted, 1.28 km of coastal paths improved, 0.96km of permissive paths improved as well as 0.36km of public rights of way. No walkways or coastal paths have been extinguished for the past five years.
- 4.3.10 Sustainable transport policy INF2 is being implemented, so there is no need to review the sustainable transport policies at present.

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

- 4.3.11 The Rural Neighbourhood Plan forms part of the planning framework and is available on the Council website. Work on the Headland and Wynyard neighbourhood plans is ongoing but progress is slow, and details are given in **Appendix 2** of the AMR.
- 4.3.12 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 implement strategic policies. Further details are available in **Appendix 3** of the AMR.
- 4.3.13 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.
- 4.3.14 **Appendices 5 and 6** in the AMR show the breakdown of the S106 funds; amounts received/secured, where they should be spent and the type of infrastructure they should be spent on.

## **5. OTHER CONSIDERATIONS**

Risk Implications	No relevant issues
Financial Considerations	No relevant issues
Legal Considerations	No relevant issues
Consultation	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability and Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

## **6. RECOMMENDATIONS**

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

## **7. REASONS FOR RECOMMENDATIONS**

- 7.1 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.

## 8. BACKGROUND PAPERS

The Adopted Hartlepool Local Plan (2018)

[https://www.hartlepool.gov.uk/downloads/file/4393/hartlepool\\_local\\_plan\\_-\\_adopted\\_may\\_2018pdf](https://www.hartlepool.gov.uk/downloads/file/4393/hartlepool_local_plan_-_adopted_may_2018pdf)

2020 Housing review and 5Year Housing Land Supply Report

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

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/>

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## **Hartlepool Borough Council Local Development Framework**

### **Authorities Monitoring Report**

**2021- 2022**

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## EXECUTIVE SUMMARY

### *Introduction*

This Authorities Monitoring Report (AMR) covers the financial year 2021/22 and is the fourth AMR of the adopted Local Plan (adopted in May 2018). The Local Plan covers the period 2016 to 2031, the assessment of policies will cover this period

The AMR is produced by Planning Services on behalf of the Council and relates to the period 1st April 2021 to 31st March 2022. It reviews the progress made on the implementation of the Local Development Scheme (LDS) and generally assesses the effectiveness of planning policies within the Local Plan and the extent to which they are being implemented. The LDS that relates to this report was produced in December 2017.

The planning policies assessed in this report, are those of the Hartlepool Local Plan adopted in May 2018. A list of the 2018 Local Plan policies is shown in appendix 1. 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). This year the plan sets a phased housing requirement of 400 dwellings per annum and this is the second phase of 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 year there was a net delivery of 351 dwellings (i.e. 285 new builds, 12 conversion and 54 change of use). The net delivery increased this year but is slightly below the baseline housing target of 400 dwellings/annum. However it is above OAN of 287 dwellings/annum and this is positive development. Although the house building rate continued to increase this year post the COVID pandemic, the cumulative under-delivery continues to increase from minus 348 dwellings last year to minus 397 this year. It is anticipated that the building rate will increase throughout the year, more housing completions, more planning permissions granted and more building starts.

The majority of the new build completions this year were mainly from Wynyard housing development sites, Marine Point, Upper Warren, Quarry Farm 2, Station Road in Greatham and the former Brierton School site. In addition to the ongoing

building progress on various housing sites, there is a total of 275 new-build starts this year mainly from Greenfield sites hence completions from these new starts will add on to next year's net completions. It is anticipated that some of the strategic housing sites allocated in the adopted Local Plan (2018) which include more greenfield housing sites may obtain planning permission therefore housing delivery will most likely increase next year and meet the delivery target. Therefore the annual target of 400 dwellings is still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies. For further information on housing delivery and the 5 year supply position please refer to the 2019/20 Housing Review and Five Year Supply document.<sup>1</sup>

During the year, planning permissions for housing were granted for various small sites and large sites such as Wynyard Barratt Homes North East (242 homes), Duchy Wynyard (67 homes), Hillview Greatham (18 homes), Former Ewart Parsons, south of Seaton Lane (234 homes) and Lynn/Whitby/Surtees Street (48 homes). In addition to the on-going house building progress, it is expected that building will commence on these sites early next year and this will contribute to the delivery of more homes next year.

A total of 140 affordable homes were delivered this year (i.e. 81 new build, 53 change of use and 6 refurbished) mainly from the former Brierton School site and Station Road in Greatham. This is above the target of 74 affordable homes and is positive development for the Borough. It also addresses the previous year's shortfall and more affordable homes are expected next year to be delivered from Hillview in Greatham and through developer contributions from large sites granted permission during the year.

A total of £813,000 S106 funds were received for offsite affordable housing this year (appendix 5) and £327,794.30 secured (appendix 6) for offsite affordable housing. The 81 affordable bungalows at the Former Brierton School site is progressing well and is expected to complete next year. It is anticipated there will be more delivery of new-build affordable homes and more bungalows in the borough next year. The 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 off site affordable housing contributions.

There is currently no need to revise the affordable housing delivery target or any of the housing policies in the Local Plan.

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

This year there has been no net employment land uptake or loss from allocated industrial areas. There is a total of 632m<sup>2</sup> gross additional employment floor space from completion of two storage buildings (land at Burn Road) in Longhill and Sandgate industrial area. The site was not previously vacant land hence construction of the storage buildings does not constitute employment land uptake. The available employment land at Longhill and Sandgate remains 1 ha.

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<sup>1</sup> [https://www.hartlepool.gov.uk/downloads/file/6587/2020\\_housing\\_review\\_and\\_5yhls\\_report](https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report)



This year there has been no recorded employment land uptake at the allocated prestigious employment site Wynyard. However in the previous year, there was loss of employment land at the site to housing. As the years progress, Wynyard is attracting more housing development as evidenced by various housing applications received at the site. However, it is important to note that planning decisions should be made in accordance with the development framework including the Local Plan, relevant SPD` and the Wynyard Masterplan.

There is no evident, unjustified diversion of employment policies hence there is currently no need to review employment policies.

Retail policies are performing as expected, the town centre continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance. However, lack of high quality shops and high vacancy rates in the town centre still remains a challenge. Retail trade was seriously impacted by the COVID pandemic, lockdowns and restrictions placed on businesses and the public. Although the COVID restrictions have since been lifted the vacancy rate in the town centre 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 is permitted under certain circumstances. Limited tourist-related applications have been approved this year, however the tourism policies continue to be implemented and there is currently no need for review.

### ***Environmental Quality***

#### ***Natural Environment***

This year there have been no losses or gains in the total area of habitat in international or national designated sites. There has also been no losses or additions to biodiversity habitat as a result of planning permissions. However, the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been recommended for re-designation by Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP) and when this happens, it will constitute loss of habitat and will be recorded at that point.

The quantity and type of green infrastructure lost or gained is not routinely measured or monitored, therefore no definitive measurement can be provided. However, funding for green infrastructure is secured through S106 developer contributions from planning applications and this can be routinely measured. This

year a total of £24,000.00 has been received and £202,262.00 secured through S106 agreements for green infrastructure. No money was received for ecological mitigation but £71,000 is still available and has been carried over from last year. A total of £18,600.00 was secured for ecological mitigation through signed S106 agreements (appendix 5 and 6).

### *Countryside/Rural Area and the Historic Environment*

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

There were three approved developments this year in the rural area. The applications are all justified as they relate to existing rural business in line with rural policies that seek to promote growth and diversification of the rural economy. The New Dwellings outside Developments Limits SPD (2015) continues to assist in the protection of the countryside from unwanted, unsustainable and unjustified developments of isolated dwellings. The rural development policies continue to be implemented and there is no need to review them.

The council published a total of 11 historic buildings at risk this year i.e. 1 by Grade 1, 8 by Grade 2 and 2 by locally listed. There has been no significant change from last year's list. This highlights there are vulnerable heritage assets across the borough that need attention. There has been no Conservation Area Appraisal this year but work is still on-going on reviewing the Seaton Carew Conservation Area Appraisal.

### *Waste and Renewable Energy*

The total amount of waste arising this year remained relatively static in comparison to the previous year. More waste was incinerated compared to last year, with less being sent to landfill. The proportion of recycled or composted waste increased from last year (table 23). The Council communicates with residents and the wider community via Hartbeat magazine, the Council's own website and social media, to help them to recycle more of their waste. Messages focus on what can and cannot be recycled.

Two applications relating to renewable energy were approved in the year i.e. application reference H/2019/0275 for an energy recovery (energy from waste) facility at Graythorp and H/2020/0175 for a solar farm and associated development on land at Worset Lane.

### ***Sustainable Transport and 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 borough. Although there were no new roads or cycle tracks created this year, the council continues to explore schemes that will deliver sustainable transport and these are as follows:

- Transport Interchange to Headland (LCWIP scheme via City Region Sustainable Travel Settlement funding). Consultation is scheduled for November/December 2022 with construction planned to commence in early 2023 to be complete for Tall Ships Races in July 2023.
- Transport Interchange to Wolviston (LCWIP via CRSTS). Consultation scheduled for November/December 2022 with construction planned to commence in Sept 2023.
- Marina to Seaton Promenade (Levelling Up Funding). Consultation scheduled for spring 2023.
- A689 to Summerhill (LUF). Consultation scheduled for spring 2023.

Works have taken place with TVCA to establish a town centre cycling hub. Discussions have taken place with a view to obtaining suitable premises for the scheme, with this expected to be finalised in late 2022 to early 2023

The council has continued to improve access to the countryside and improve furniture within the countryside so that a more inclusive network will be available to a broader user base. This year, 0.28 km of public rights of ways were diverted, 1.28 km of coastal paths improved, 0.96km of permissive paths improved as well as 0.36 km of public rights of way. No walkways or coastal paths have been extinguished for the past five years.

Sustainable transport policy INF2 is being implemented and there is no need to review the sustainable transport policies at present. The council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.

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

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

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

Whilst the Council will keep the situation under review, the present stance is that the Community Infrastructure Levy (CIL) will not be taken forward within the borough. Further details on CIL are in appendix 4 of this report. Appendices 5 and 6 show the breakdown of the S106 funds; amounts received/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 (2021/2022) and will assist the Council in planning better for the borough. Where policies are failing the council 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 the Local Development Framework (LDF). The LDF comprises a portfolio of Local Development Documents which together deliver the spatial planning strategy for Hartlepool (see Diagram 1 below). Some documents are known as Local Development Documents (LDDs) and include Development Plan Documents (DPDs), Supplementary Planning Documents (SPDs) and Neighbourhood Plans.<sup>2</sup> The LDDs set out the spatial planning strategy for Hartlepool. The 2012 regulations<sup>3</sup> set out what each LDF document should contain and the formal process they should go through.
- 1.4 The other documents that are within the LDF system, but are not termed LDDs, are:
- The Local Development Scheme (LDS) which sets out the programme for preparing LDDs;
  - The Statement of Community Involvement (SCI) which sets out how the Council will involve residents and other interested persons and bodies in the planning process; and
  - The Authorities Monitoring Report<sup>4</sup> (AMR) which assesses the implementation of the Local Development Scheme, the extent to which policies in the LDDs are being achieved, provides information with regard to CIL and sets out how the Council has cooperated with other Local Authorities and relevant bodies.<sup>5</sup>

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

<sup>3</sup> Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>4</sup> Formally termed the Annual Monitoring Report in line with the Town and Country Planning (Local Development) (England) Regulations 2004, as amended.

<sup>5</sup> Part 2, 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the bodies that the council must cooperate with.

Diagram 1: Hartlepool Local Development Framework

LOCAL DEVELOPMENT FRAMEWORK A portfolio of local development and other documents													
Local Development Documents										Other 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		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 Reports.<sup>6</sup> The key tasks for this monitoring report are as follows:

- Review progress in terms of the preparation of documents specified in the Local Development Scheme against the timetable and milestones in the scheme, identify any delays together with the reasons and setting out a timetable for revising the scheme (Section 3).
- Assess the extent to which Local Plan policies are being implemented, including any justification for none implementation and identify steps

<sup>6</sup> Part 8 Town and Country Planning (Local Planning) (England) Regulations 2012

that the council intend to take to secure policy is implementation. (Section 4).

- Contain details of any Neighbourhood Development Order or a Neighbourhood Development Plan that are being prepared or have been made (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 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 gives consideration to the key characteristics of Hartlepool and the matters to be addressed.

1.8 This report, 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 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 According to the 2022 Office for National Statistics (ONS) and NOMIS (official census and labour market statistics) the population of Hartlepool is 93,800 (table 1). Hartlepool has the lowest number of residents when compared to other Tees Valley authorities, with a proportion of 13.8% and Stockton-On-Tees has the highest with a proportion of 29.2% (table 2). Nationally, in Great Britain, the population has slightly increased as shown in table 1 below.

Table 1: Population

Area	Population				
	2017/2018	2018/2019	2019/2020	2020/21	2021/22
Darlington	106,300	106,600	106,800	107,400	
<b>Hartlepool</b>	<b>93,000</b>	<b>93,200</b>	<b>93,700</b>	<b>93,800</b>	<b>93,800</b>
Middlesbrough	140,600	140,600	141,000	141,300	141,300
Redcar & Cleveland	136,000	136,700	137,200	137,200	137,200
Stockton	196,500	197,200	197,300	197,400	197,400
<b>Tees Valley Total</b>	<b>672,500</b>	<b>674,300</b>	<b>676,000</b>	<b>677,100</b>	<b>677,100</b>
<b>North East</b>	<b>2,644,700</b>	<b>2,657,900</b>	<b>2,669,900</b>	<b>2,680,800</b>	<b>2,680,800</b>
<b>Great Britain</b>	<b>58,744,600</b>	<b>64,553,900</b>	<b>64,903,100</b>	<b>65,185,700</b>	<b>65,185,700</b>

Source: NOMIS, Official Labour Market Statistics 2022, ONS data 2022

Table 2: Population Proportions in the Tees Valley Sub region

Area	Proportion%				
	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022
Darlington	15.8	15.8	15.8	15.9	15.9
<b>Hartlepool</b>	<b>13.8</b>	<b>13.8</b>	<b>13.8</b>	<b>13.9</b>	<b>13.9</b>
Middlesbrough	20.9	20.9	20.9	20.9	20.9
Redcar & Cleveland	20.2	20.3	20.3	20.3	20.3
Stockton	29.2	29.2	29.2	29.2	29.2
<b>Tees Valley Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

Source: NOMIS, Official Labour Market Statistics 2022, ONS 2022

### 2019 Index of Multiple Deprivation (IMD)

- 2.7 The government intends to undertake run a consultation early next year (2023) on how best to update the English Indices of Deprivation (IMD).. The current IMD was updated in September 2019, with the previous IMD being that of 2015. The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas (LSOAs), in England. The deprivation in its broadest sense is measured by assessing indicators relating to income, employment, health and disability, education, skills and training, barriers to housing and services, crime and the living environment and combining them into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.



- 2.8 Nationally, the IMD 2019 ranks Hartlepool as the 25<sup>th</sup> most deprived Local Authority in England. This is an improvement in comparison to the previous 2015 IMD which ranked Hartlepool at 18<sup>th</sup>. At a sub-regional level, Hartlepool is better than Middlesbrough which ranked 16<sup>th</sup>. At 113 Stockton Tees has the highest rank in the Tees Valley, followed by Darlington at 103<sup>rd</sup> and Redcar at 62<sup>nd</sup>.
- 2.9 According to the 2019 IMD, Hartlepool has a total count of 16 LSOAs and of these 36.2% are in the first decile rank i.e. 10% of the most deprived nationally. At a sub-regional level Hartlepool is better than Middlesbrough which ranks 1<sup>st</sup> nationally. In terms of the first decile, Darlington is the least deprived in the Tees Valley, ranking 47<sup>th</sup>, followed by Stockton ranking 39<sup>th</sup> and Redcar and Cleveland ranking 29<sup>th</sup> of the 326 Local Authorities in England. More detailed information on the IMD and how it is calculated is on the following link:  
<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

### Tourism

- 2.10 As set out in the Council Plan 2021 – 2024, the Council's vision is that Hartlepool is a place that is sustainable, clean, safe and green and has an inclusive and growing economy. The Council published its first Town Investment Plan in 2020, followed by a Town Centre Masterplan in 2021 which set out the priorities for investment and the framework for a pipeline of regeneration.
- 2.11 The town has strong attractions including a multi-million pound 500 berth marina, is hosting the internationally renowned Tall Ships Race in 2023, a comprehensive range of eating establishments predominantly situated in Hartlepool Marina, and the National Museum of the Royal Navy is developing exciting expansion plans to invest and expand in new attractions and events to significantly boost visitor numbers.
- 2.12 The Council has secured £25m under the government's Town Deal programme and in 2022 approved five place-making and high profile capital projects including re-imaging the Middleton Grange Shopping Centre, converting the derelict Wesley Chapel into high end hotel accommodation, the development of two new academic facilities to develop health & care and civil engineering skills, and further improvement of the impressive waterfront to contribute to tourism and visitor development. These projects are scheduled to commence in autumn 2022.
- 2.13 The Council is continuing the re-development of the Hartlepool Waterfront and in 2024 Hartlepool will see the opening of the brand new, unique leisure and destination facility the 'Highlight' at Jacksons Landing. Memorandums of Understanding are in place with the National Museum of the Royal Navy and Hartlepool United Football Club evidencing their commitment to working in partnership towards the long term regeneration and improvements to the area.
- 2.14 The Council has submitted proposals to the governments Department for Levelling Up Housing and Communities for circa £19m of investment to develop a Screen Industries Production Village, complementing the opening of the Northern Film Studios in partnership with the Northern School of Art. In Seaton Carew, the town's seafront has seen successful and popular seasons following the Coronavirus pandemic, with the completion of seafront and environmental improvements. The now vacant Longscar site at the heart of the seafront is earmarked for regeneration

and will soon see Masterplanning and improvements to come in future years.

- 2.15 in terms of connectivity, the project to reinstate Platform 2 and improve and expand rail facilities at Hartlepool Station progress at pace with contractors due on site in September 2022 to begin construction. The scheme led by Network Rail will include the installation of a pedestrian footbridge to open up the new second platform and a new northern entrance which will increase train capacity and ease of reaching the town and waterfront.

#### Economy and Employment

- 2.16 Table 3 shows that Hartlepool has a lower proportion of economically active people (i.e. aged 16 and above) compared to the national, regional and sub-regional averages. The proportion of economically active people increased this year to 73.1% from 72.8% last year. The unemployment rate in Hartlepool decreased from 7.9% last year to 6.4% this year. This is positive for the borough regardless that it still remains higher than the sub-regional, regional and national averages. This year the percentage of workless households has decreased from 26.2% last year to 22.8% this year. However, Hartlepool still has one of the highest proportion of workless households, only better than Middlesbrough (24.2%) in the Tees Valley.

Table 3: Labour Supply

Area	Economically Active (16+ years)		Economically Inactive (16+ years)		Unemployed (16+ years)		Workless Households	
	Number	%	Number	%	Number	%	Number	%
Darlington	52,200	79.2	13,100	20.8	2,600	4.9	5,500	16.0
<b>Hartlepool</b>	<b>43,100</b>	<b>73.1</b>	<b>15,300</b>	<b>26.9</b>	<b>2,700</b>	<b>6.4</b>	<b>6,400</b>	<b>22.8</b>
Middlesbrough	63,200	70.7	25,500	29.3	4,200	6.7	9,800	24.2
Redcar & Cleveland	56,100	68.2	25,300	31.8	3,000	5.2	8,400	21.0
Stockton	93,700	76.1	28,500	23.9	5,000	5.3	9,000	15.7
<b>Tees Valley</b>	<b>308,300</b>	<b>73.5</b>	<b>107,700</b>	<b>26.5</b>	<b>17,500</b>	<b>6.0</b>	<b>39,100</b>	<b>19.9</b>
<b>North East</b>	-	<b>74.6</b>	-	<b>25.4</b>	-	<b>5.3</b>	<b>149,800</b>	<b>17.8</b>
<b>Great Britain</b>	-	<b>78.6</b>	-	<b>21.4</b>	-	<b>3.8</b>	<b>2,772,600</b>	<b>13.6</b>

Source: NOMIS, Official Labour Market Statistics 2022 (numbers are for those aged 16 and over, % are for those aged 16-64)

- 2.14 Table 4 illustrates the breakdown of percentage of working age population (16-64 years) in employment by main occupation groups. At 16.1%, 'Professional occupations' still constitute the highest socio-economic class in Hartlepool and 'Managers, directors, senior officials' constitute the least at 6.8%.
- 2.15 In comparison to last year, there has been a general percent increase in most occupations. A decline has been noted in the 'Process plant and machine operatives', 'Elementary occupations', 'Managers, directors, senior officials' and 'Professional occupations'.

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

Socio-Economic Class	Area							
	Darlington	Hartlepool	Middlesbrough	Redcar & Cleveland	Stockton	Tees Valley	North East	Great Britain
Managers, directors, senior officials	9.0	<b>6.8</b>	4.3	5.2	7.6	<b>6.58</b>	<b>8.2</b>	<b>10.3</b>
Professional occupations	20.2	<b>16.1</b>	18.2	17.5	17.8	<b>17.96</b>	<b>21.0</b>	<b>23.8</b>
Associate professional & technical	13.5	<b>15</b>	13.2	14.5	14.5	<b>14.14</b>	<b>13.8</b>	<b>15.0</b>
Administrative and secretarial occupations	11.3	<b>11.5</b>	7.8	10.3	7.8	<b>9.74</b>	<b>10.6</b>	<b>10.1</b>
Skilled trades occupations	6.1	<b>9.8</b>	11.4	12.0	10.2	<b>9.9</b>	<b>9.9</b>	<b>8.6</b>
Caring, leisure & other	11.5	<b>7.6</b>	11.7	11.0	12.1	<b>10.78</b>	<b>8.8</b>	<b>7.9</b>
Sales and customer service occupations	8.3	<b>8.0</b>	7.4	6.3	11.0	<b>8.2</b>	<b>8.3</b>	<b>6.6</b>
Process plant and machine operatives	7.2	<b>8.4</b>	11.1	7.6	6.7	<b>8.2</b>	<b>7.3</b>	<b>5.7</b>
Elementary occupations	12.5	<b>15.5</b>	14.8	14.5	11.4	<b>13.74</b>	<b>11.6</b>	<b>9.6</b>

Source: NOMIS, Official Labour Market Statistics, 2022

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

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

Area	2018 Claimant Rate	2019 Claimant Rate	2020 Claimant Rate	2021 Claimant Rate	2022 Claimant Rate
Darlington	3.5	4.5	6.9	5.8	4.4
<b>Hartlepool</b>	<b>6.7</b>	<b>5.9</b>	<b>8.5</b>	<b>6.8</b>	<b>5.1</b>
Middlesbrough	4.5	5.7	10.2	8.5	6.0
Redcar & Cleveland	3.5	4.2	7.2	5.7	4.1
Stockton	3.1	4.0	6.9	5.4	4.2
<b>Tees Valley Average</b>	<b>4.0</b>	<b>4.9</b>	<b>7.9</b>	<b>6.4</b>	<b>4.8</b>
<b>North East</b>	<b>3.3</b>	<b>4.3</b>	<b>7.2</b>	<b>5.7</b>	<b>4.1</b>
<b>Great Britain</b>	<b>1.9</b>	<b>2.8</b>	<b>6.3</b>	<b>5.0</b>	<b>3.7</b>

Source: NOMIS, Official Labour Market Statistics, March 2022

### Health

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

### Lifelong Learning and Skills

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

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

Area	Qualifications					No Qualifications
	NVQ1+	NVQ2+	NVQ3+	NVQ4+	Other	
Darlington	88.5	78.5	60.7	38.5	6.2	5.3
<b>Hartlepool</b>	<b>86.2</b>	<b>75.3</b>	<b>56.4</b>	<b>30.2</b>	<b>6.1</b>	<b>7.6</b>
Middlesbrough	83.5	71.8	48.7	28.6	8.4	8.0
Redcar	86.3	76.8	53.3	33.4	5.5	8.2
Stockton	89.6	77.1	58.8	35.8	5.7	4.7
<b>Tees Valley</b>	<b>86.8</b>	<b>75.9</b>	<b>55.6</b>	<b>33.3</b>	<b>6.4</b>	<b>6.8</b>
<b>North East</b>	<b>85.0</b>	<b>75.0</b>	<b>54.6</b>	<b>34.5</b>	<b>6.9</b>	<b>8.2</b>
<b>Great Britain</b>	<b>87.0</b>	<b>78.1</b>	<b>61.5</b>	<b>43.6</b>	<b>5.9</b>	<b>6.6</b>

Source: NOMIS, Official Labour Market Statistics, 2022.

- 2.21 In comparison to last year, Hartlepool like other areas has recorded an increase in the proportions of people with 'No Qualifications'. Consequently, the number of people with qualifications has slightly decreased this year.

### Housing

#### Strategic Housing Market Assessment (2015)

- 2.22 The 2015 Hartlepool Strategic Housing Market Assessment (SHMA) study helped inform the production of the Council's 2018 Local Plan and Housing Strategy. The SHMA shows the 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
<b>Total</b>	<b>11.3</b>	<b>29.2</b>	<b>43.6</b>	<b>12.8</b>	<b>3.1</b>	<b>100</b>

Source: Hartlepool Strategic Housing Market Assessment (2015)

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

### Current House Prices

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

Area	£ per House Type				All property types	
	Detached	Semi detached	Terraced	Flat/maisonette	Average Price	House Price Index
Darlington	252,856	148,567	111,385	84,560	146,628	119.3
<b>Hartlepool</b>	<b>219,167</b>	<b>129,023</b>	<b>91,461</b>	<b>67,023</b>	<b>126,207</b>	<b>127.2</b>
Middlesbrough	223,775	128,293	91,293	71,244	127,350	118.1
Redcar	225,717	138,772	104,834	68,980	140,213	120.3
Stockton	238,898	136,671	105,966	82,346	148,648	119.8
<b>North East</b>	<b>252,440</b>	<b>149,627</b>	<b>118,856</b>	<b>96,074</b>	<b>146,963</b>	<b>125.4</b>
<b>National</b>	<b>419,636</b>	<b>257,887</b>	<b>219,783</b>	<b>218,887</b>	<b>267,800</b>	<b>138.8</b>

Source: Land Registry (<http://landregistry.data.gov.uk/app/ukhpi>), March 2022

- 2.26 Table 8 shows house prices and House Price Index (HPI) for the five local authorities in the Tees Valley. House prices are expressed in terms of simple average price for each house type. The simple average is calculated quarterly taking the sum value of all sales transactions divided by the total number of sales transactions (within a 3 month period).
- 2.27 A House Price Index (HPI) is a weighted, repeat-sales index, meaning that it measures average price changes in repeat sales or re-financings on the same properties. Since the HPI index only includes houses with mortgages within the conforming amount limits, the index has a natural cap and does not account for 'jumbo' mortgages which are for large luxury type of housing. The HPI calculation is based on Land Registry data and the figure is adjusted for sales of differing mixes of house types.
- 2.28 The HPI for Hartlepool has increased from last year's 118.1 to 127.2 this year. For the third year running, Hartlepool recorded the highest HPI in the sub region (table 8). In comparison to last year, house prices have increased for all house types except for terraces and flats which have decreased.

### Community Safety

- 2.29 Safer Hartlepool Partnership (SHP) and Neighbourhood Policing continue to address community safety. SHP main aim is to reduce acquisitive crime and prevent re-offending. Table 9 gives a breakdown of offences by the crime category under which they were recorded by Hartlepool Police during the year and the previous year for comparison. These figures are based on the date the crime was recorded not the date the offence occurred.
- 2.30 Total recorded crime in Hartlepool has increased by 8.6% with robbery and shoplifting constituting the highest in comparison to other types of crimes. Although total crime recorded in the town continues to increase, it is positive to note that some crime categories which have in the past been problematic in the town have

continued to decline e.g. drug trafficking, possession of weapons, death/serious injury by driving and theft from the person (Table 9).

Table 9: Notifiable offences recorded by the police 2021/22

	Crime Type	2020/21	2021/22	Change number)	Change (%)
<b>Publicly Reported Crime (Victim Based Crime)</b>	<b>Violence against the person</b>	<b>4123</b>	<b>4624</b>	<b>501</b>	<b>12.2</b>
	Homicide	0	0	0	0
	Death/serious injury by driving	3	2	-1	-33.3
	Violence with injury	888	1083	195	22.0
	Violence without injury	1534	1669	135	8.8
	Stalking and Harassment	1698	1870	172	10.0
	<b>Sexual Offences</b>	<b>345</b>	<b>376</b>	<b>31</b>	<b>9.0</b>
	Rape	126	147	21	16.7
	Other sexual offences	219	229	10	4.6
	<b>Robbery</b>	<b>70</b>	<b>92</b>	<b>22</b>	<b>31.4</b>
	Business robbery	7	14	7	100.0
	Personal robbery	63	78	15	23.8
	<b>Acquisitive Crime</b>	<b>2804</b>	<b>3267</b>	<b>463</b>	<b>16.5</b>
	Burglary – residential	544	559	15	2.8
	Burglary – business & community	174	191	17	9.8
	Bicycle Theft	73	132	59	80.8
	Theft from the Person	45	37	-8	-17.8
	Vehicle Crime (Inc Inter.)	418	450	32	7.7
	Shoplifting	765	982	217	28.4
	Other Theft	785	916	131	16.7
	<b>Criminal Damage &amp; Arson</b>	<b>1487</b>	<b>1421</b>	<b>-66</b>	<b>-4.4</b>
	<b>Total Public Reported Crime</b>	<b>8829</b>	<b>9780</b>	<b>951</b>	<b>10.8</b>
<b>Police Generated Offences (Non -Victim Based Crime)</b>	<b>Public Disorder</b>	<b>1100</b>	<b>1245</b>	<b>145</b>	<b>13.2</b>
	<b>Drug Offences</b>	<b>478</b>	<b>368</b>	<b>-110</b>	<b>-23.0</b>
	Trafficking of drugs	169	112	-57	-33.7
	Possession/Use of drugs	309	256	-53	-17.2
	<b>Possession of Weapons</b>	<b>132</b>	<b>96</b>	<b>-36</b>	<b>-27.3</b>
	<b>Misc. Crimes Against Society</b>	<b>370</b>	<b>360</b>	<b>-10</b>	<b>-2.7</b>
	<b>Total Police Generated Crime</b>	<b>2080</b>	<b>2069</b>	<b>-11</b>	<b>-0.5</b>
<b>TOTAL RECORDED CRIME IN HARTLEPOOL</b>		<b>10910</b>	<b>11849</b>	<b>939</b>	<b>8.6</b>

Source Community Safety, Hartlepool Borough Council, 2022.

### The Environment

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

### The Built Environment

- 2.32 The town has a long maritime tradition and a strong Christian heritage with the twelfth century St Hilda's Church, on the Headland (a Grade I Listed Building) built

on the site of a seventh century monastery. Some of the medieval parts of borough, on the Headland are protected by the Town Wall constructed in 1315; the Town Wall is a Scheduled Ancient Monument and Grade I Listed Building. There are eight conservation areas within the borough and 201 Listed Buildings, eight Scheduled Ancient Monuments and one Protected Wreck. One of the town's Victorian parks (Ward Jackson Park) is included on the list of Registered Parks & Gardens.

### Geological & Geomorphological Features

2.33 The geology of Hartlepool comprises two distinct types:

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

### Wildlife Characteristics

- 2.34 The borough is bordered on the east by the North Sea and features extensive areas of attractive coastline including beaches, dunes and coastal grassland. Much of the inter-tidal area of the coast is internationally important for its bird species and is protected as Teesmouth & Cleveland Coast Special Protection Area/Ramsar site. There are nationally protected Sites of Special Scientific Interest at Hart Warren, the Hartlepool Submerged Forest and Seaton Dunes and Common. Other areas of the coast include part of the Teesmouth National Nature Reserve and Sites of Nature Conservation Interest. Hartlepool only has one inland Site of Special Scientific Interest (SSSI), Hart Bog. This is a small area which has four distinct plant communities and is of particular botanical interest.
- 2.35 The prominent location of Hartlepool Headland, as a first landfall on the east coast, makes it of national significance for the birdwatching community. Inland is an attractive, rolling agricultural landscape including areas of Special Landscape Value. Interspersed in this landscape are a number of fragmented but nevertheless diverse and important wildlife habitats. There are six Local Nature Reserves in the borough and 40 non-statutory geodiversity and biodiversity sites protected as Local Wildlife Sites (LWS) and Local Geological Sites (LGS).
- 2.36 In addition to internationally important numbers of shorebirds, the borough contains some notable examples of wildlife species: grey and common seals are frequent along the coastline with the latter breeding in Seaton Channel. The area of sand



dunes, cliffs and grazing marsh along the coast support important species such as burnt tip orchid, northern marsh orchid, early marsh orchid, sea holly and other notable species. There is extensive priority woodland habitat in the Wynyard area and the northern denes.

### Bathing Water

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

### Air Quality

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

### Culture and Leisure

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

### Future Challenges

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

Table 10: Hartlepool SWOT Analysis

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

Source: Hartlepool Local Plan (2018).

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

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

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

### 3 IMPLEMENTATION OF THE HARTLEPOOL LOCAL DEVELOPMENT SCHEME

- 3.1 The Hartlepool Local Development Scheme (LDS) sets out a rolling programme for the preparation of Local Development Documents (LDDs) relating to forward planning in Hartlepool.
- 3.2 The LDS is specifically concerned with development documents being prepared over the next three years but also highlights those which are likely to be prepared beyond that period. 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 which was adopted early in the financial year in May 2018.
- 3.4 This is the 4<sup>th</sup> 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 2022)
  - Green Infrastructure SPD updated (September 2020)
  - Green Infrastructure Action Plan updated (September 2020)
  - Public Rights of Way and Other Access SPD (September 2020)
  - The Wynyard Masterplan (October 2019)
  - Residential Design SPD (September 2019)
  - Statement of Community Involvement (SCI) (September 2019)
  - Local Development Scheme (LDS) (December 2017)
  - New Dwellings outside of Development Limits SPD (August 2015)
  - Seaton Carew Regeneration SPD (September 2015)
  - Planning Obligations SPD (November 2015)
  - Green Infrastructure SPD (January 2015)
  - Shop Fronts and Commercial Frontages Design Guide SPD (2014)
  - Trees and Development SPD (2013)
  - Tees Valley Joint Minerals & Waste DPDs (September 2011)
  - Transport Assessments & Travel Plans SPD (January 2010)
  - Residential extensions SPD (September 2019)

Table 11: Timetable of the adopted Hartlepool Local Plan DPD

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

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

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

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

## 4 ASSESSMENT OF POLICIES

### Introduction

- 4.1 This section of the Authorities Monitoring Report (AMR) assesses the implementation and effectiveness of current planning policies contained in the 2018 Hartlepool Local Plan. The Local Plan covers the period 2016 to 2031 therefore assessment of policies will use baseline information as at April 1<sup>st</sup> 2016. A comparison will be made between the measured actual effects of policies, baseline information and predicted effects as outlined in the Sustainability Appraisal of the Local Plan policies. This comparison will form the basis of how the policies are performing. Targets and indicators to measure policy performance have been chosen in-line with the adopted monitoring framework as outlined in appendix 12 of the Local Plan.
- 4.2 The 2012 Regulations<sup>7</sup> outline the minimum information to be contained in the AMR and these will all be reported accordingly. Specifically, Local Planning Authorities (LPAs) are required to provide information on annual numbers of net additional dwellings, net affordable dwellings as specified in any Local Plan policy within the monitoring period and since the date the policy was first published, adopted or approved. In this instance the reporting base will be from 1<sup>st</sup> April 2016. It is impractical to assess every single policy of the Local Plan hence policies will be grouped according to the main objectives of the Local Plan.
- 4.3 This section therefore considers the vision, objectives of the 2018 Local Plan, the policies (see appendix 1) relating to these objectives and some related output indicators for assessing the effectiveness of the policies. A selected number of targets have been included in this report.

### Hartlepool Local Plan Objectives, Policies and Indicators

The Hartlepool Local Plan Vision is that:

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

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<sup>7</sup> Part 8, 34 (3) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

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

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

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



## 5.4 Appendix 1

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

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

- 4.4 The core output indicators and set targets have been selected to ensure they follow the SMART principle i.e. they are Specific, Measurable, Achievable and 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 impact 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 A significant amount industries in Hartlepool are located in the southern part of Hartlepool and this area is known as the Southern Business Zone (SBZ). The SBZ is a key employment area and a major driver of economic prosperity for the Tees Valley sub-region. A list of all allocated industrial sites are shown in table 13. The amount of developed land and available land on each site is also shown and this will be reviewed each year to give an indication of land take up for employment purposes.
- 4.9 The Employment Land Review (ELR) endorsed by the Council's Regeneration Services Committee in January 2015 has been used as evidence for the adopted Local Plan and also as material consideration whilst making planning decisions. On the basis of the ELR findings and recommendations, the adopted Local Plan reveals a realistic baseline supply of 197.2ha of available employment land from 19 sites across the borough and these have been allocated and safeguarded for employment purposes until 2031.
- 4.10 Table 13 shows the sites allocated for employment (industrial) and also shows employment land uptake rate. Since allocation of the Local Plan, there has been employment land uptake of 2ha hence the available employment land this year is 195.2ha (table 13). The information on table 13 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.
- 4.11 Notable this year within allocated industrial areas are the following developments:
- The Hartlepool Mayoral Development Corporation (HMDC) has been launched with Oakesway, Queens Meadow and the Town Centre included within its boundary.
  - Hellens Group have purchased Queens Meadow Business Park from Homes England.
  - The Northern Film Studios have been completed within the NSoA site in the former ISQ area.
  - Strabag have taken on the former Hereema shed on Hartlepool Port and are doing works to the building and site before operations commence.

Table 13: Available allocated employment land 2021/22

Name	Market Segment	Allocated Uses	Policy Number	Site Area (ha)	Developed/ Committed (ha)	Reserved Land (ha)	Available Land (ha)
Brenda Road East	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3e	3.1	3.1	0	0.0
Graythorp Waste Management	specialist industrial site	B2,potentially polluting or harzadous development	EMP4f	4.1	0.0	0	4.1
Graythorp Industrial Estate	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3h	13.1	13.1	0	0.0
Graythorp Yard/Able Seaton Port	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4g	47.8	0.0	47.8	0.0
Longhill /Sandgate	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3b	73.8	72.8	0	1.0
North Graythorp	specialist industrial site	B2,potentially polluting or harzadous development	EMP4e	28.1	14.5	0	13.6
Oakesway	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3a	38.8	20.2	0	18.6
Park View West	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3c	19.2	17.4	0	1.8
Philipps Tank Farm	specialist industrial site	B2,potentially polluting or harzadous development	EMP4c	150.4	47.0	103.4	0.0
Queen's Meadow	high quality employment site	B1,potentially B2,B8 in certain circumstances	EMP2	65.0	20.3	0	44.7
South Works	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4d	131.3	110.8	20.5	0.0
Sovereign Park	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3d	20.9	9.5	0	11.4
The Port	specialist industrial site	B1,potentially B2,B8 in certain circumstances	EMP4a	106.0	45.9	0	60.1
Tofts Farm East/Hunter House	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3f	44.2	43.6	0	0.6
Tofts Farm West	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3g	34.1	25.9	0	8.2
Usworth Road	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3c	14.1	13.7	0	0.4
West of Seaton Channel	specialist industrial site	B2,potentially polluting or harzadous development	EMP4b	77.1	33.1	44	0.0
Wynyard Park	prestige employment site	B1,potentially B2,B8 in certain circumstances	EMP1	30.7	0.0	0	30.7
Zinc Works Road	general employment land	B1,potentially B2,B8 in certain circumstances	EMP3i	3.0	3.0	0	0.0
<b>Total Area (ha)</b>				<b>904.8</b>	<b>493.9</b>	<b>215.7</b>	<b>195.2</b>

Source: Hartlepool Borough Council 2022

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

Table 14: Completed Employment Floorspace 2021/22

	E(g)(i)	B2	B8	Other	Total
<b>LE1:</b> Gross additional employment floor space (m <sup>2</sup> )					
Land at Burn Road (completed storage space)	0	0	632	0	632
<b>LE2:</b> Gross employment floor space lost (m <sup>2</sup> )					
	0	0	0	0	0
<b>LE3:</b> Total amount of employment land developed by type					
Greenfield (m <sup>2</sup> )	0	0	0	0	0
Brownfield (m <sup>2</sup> )	0	0	632	0	632
<b>LE4:</b> Available employment land (ha) = *195.2 – 0 (total lost) = 195.2					

\*Available employment land as at Table 13

Source: Hartlepool Borough Council 2022

- 4.8 There has been no net employment land uptake from allocated industrial areas for employment use this year. However, table 14 shows a total of 632m<sup>2</sup> gross additional employment floor space from completion of two storage buildings (land at Burn Road) in Longhill and Sandgate industrial area. The site was not previously vacant land hence construction of the 2 storage buildings does not constitute employment land uptake from the site. Therefore the available employment land at Longhill and Sandgate still remains 1 ha as shown on table 13.
- 4.9 To date there has been no recorded employment land uptake at the allocated prestigious employment site Wynyard. However in the previous year, there was loss of employment land at the site to housing. As the years progress, Wynyard is attracting more housing development as evidenced by various housing applications received at the site. However, it is important to note that planning decisions should be made in accordance with the development framework.
- 4.10 To comply with policy Hsg6 of the Hartlepool Local Plan, development at Wynyard must accord with an approved Masterplan. The Wynyard Masterplan is material consideration and should be adhered to. The Wynyard Masterplan gives a detailed framework for development at Wynyard in a way which enables the delivery of the Local Plan Policies. The Wynyard Masterplan was endorsed by Regeneration Services Committee in October 2019 and adopted by Stockton Borough Council (who jointly produced the Masterplan) in late 2019.
- 4.11 It is still anticipated that the Nuclear Power station will be replaced with one of the same size, 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 the new one. It is highly likely that there will be new supplier chain businesses created within this period of decommissioning and building of a new power station. Employment policies are being delivered and there is currently no need for their revision.

### Town Centre and Town Centre Uses

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

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

The above Use Classes came into effect during the last financial year in September 2020, they can be accessed on the following link:

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

4.13 Information on vacancy rates provides a useful indication of the viability of the town centre. The most recent 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. Each year a council retail survey is carried out, the survey covers all allocated retail areas in the borough and vacancy rates are calculated. Results from the annual retail survey are used to monitor retail activity in the borough. The retail core output indicator **LE5** in the Local Plan has 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 2021/22.

	2017/18	2018/19	2019/20	2020/21	2021/22
Total number of retail units	486	476	478	478	477
Total number of vacant units	103	103	102	113	111
Vacancy Rate (%)	21.2	21.6	21.3	23.6	23.3
Total Floor Space (m <sup>2</sup> )	181,127	139,241	138,963	138,963	138,893.9
Vacant Floor Space (m <sup>2</sup> )	21,796	20,809	20,910	21,055	22,347.7
Vacancy Rate (%)	12.0	14.9	15	15.2	16.1

Source: Hartlepool Borough Council, Annual Retail Survey, March 2021/22.

- 4.14 The vacancy rate in terms of floorspace has increased this year to 16.1% up from 15.2% the previous year (table 15). This is the highest it has been in the past five years. Lack of high quality shops and vacancy rates in the town centre still remains a challenge.
- 4.15 There is a considerable number of smaller businesses opening and shutting down in a short space of time. The expectation for the retail sector after the Coronavirus pandemic was a decrease in vacancy rates. The increase in the vacancy rates points that the retail sector has not recovered post Covid 19 pandemic and retail activity continues to decline. It is however noted that some shops are seasonal, opening only during a certain time of the year to clear or sell goods and services for events and shutting down for the rest of the year. At the time of the retail survey a number of these shops were closed in Middleton Grange Shopping Centre and this could partly explain the high vacancy rate this year.
- 4.16 Retail policies are performing as expected because the town centre still continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance.
- 4.17 There have been no town centre uses completions recorded outside of the town centre, edge of town centre, or local centre boundaries. This indicates further that town centre policies are being well implemented with appropriate planning permissions being granted for town centre uses within the town centre. There is therefore no need to review or update any of the town centre retail policies.

### Tourism and Leisure Policies Assessment

- 4.18 Tourism has become very important to the Hartlepool economy, the developments at the Marina and Seaton Carew 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.
- 4.19 Rural tourism in terms of holiday accommodation, camping sites and 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.

- 4.20 Table 16 shows the list of education, leisure and tourist-related planning applications that were determined and granted permission during this financial year.



Table 16: Planning permissions granted for tourism, leisure, education and training developments 2021/2022.

General Location	Site / Location	Development	Development progress
Town Centre	The Alma hotel Whitby Street	Conversion and refurbishment of a former public house into a 14 bed hotel with bar and restaurant facilities.	Started
	Unit C Park Tower Park Road	Change of use from vacant business unit to virtual reality, computer technology, training and education studio.	Unknown
Edge of town centre	-	None.	-
Other Urban areas	The York Hotel 185 187 York Road	Change of use from hotel to student accommodation, including a single storey rear extension, replacement/alterations to windows and doors and replacement/alterations to front and rear boundary treatments.	Started
	1b Cornwall Street	Change of use of first floor residential accommodation (C3) to music school (F.1) 1A.	Started
	HBC Salt Store Depot Brenda Road	Section 73 application to vary condition 8 of planning application H/2018/0268 (Development of civil engineering training academy including erection of 2no. 2 storey training buildings, WC facilities, ancillary storage containers and porta-cabin.	Started
Marina area	-	None.	-
Headland	-	None.	-
Seaton Carew	-	None.	-
-Countryside/Rural Area	Dalton Piercy	Erection of 4 X 4 bedroom detached holiday cottages Abbey Hill Cottages.	unknown

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

## B. HOUSING

This section assesses the implementation of housing policies.

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

### Related Policies

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

### Housing policies assessment

- 4.21 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.
- 4.22 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).

### Housing targets

Table 17: Housing targets.

	Total net housing required 2016-2031	Source of plan target
<b>Baseline Housing Target</b>	410 per annum	Hartlepool Borough Council Local Plan
<b>Phased Delivery Target for the reporting year</b>	400 per annum	Table 7 of the Hartlepool Local Plan and Hartlepool Borough Council Local Plan Housing Delivery Report (2020)
<b>Revised Delivery Target</b>	457 per annum	Table 2 of the Housing Delivery Report and 5 year housing land supply

Source: Hartlepool Borough Council 2018 Local Plan.

- 4.23 Table 17 above shows that the overall baseline housing delivery target over the plan period is 410 dwellings/annum. However, it is important to note that the Local Plan has phased the baseline housing delivery target to include 20% affordable housing delivery buffer hence for this year the Local Plan phased target is 400 dwellings/annum.
- 4.24 The revised target has also been calculated to demonstrate the supply, availability of housing land in the borough and how the housing requirement will be met up to 2024/25 taking into account changing economic circumstances and previous years' under delivery. Table 19 shows the under delivery of housing in the borough since the adoption of the Local Plan. This together with a 20% buffer for affordable housing delivery has been taken into account to calculate the revised target of 457 dwellings/annum as shown on table 17.
- 4.25 Table 18 shows that there has been no housing delivery or demolitions on HMR sites since the adoption of the Local Plan in 2018.

Table 18: Housing delivery and demolitions at HMR sites 2021/22.

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 2022.

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

Table 19: Annual net housing delivery.

Core Output Indicator H2		2017/18	2018/19	2019/20	2020/21	2021/22
<b>H2a</b>	Net additional dwellings in previous years	265	371	254	161	
<b>H2b</b>	Net additional dwellings for the reporting year					<b>351</b>
<b>H2c</b>	Housing delivery target (Local Plan)	350	350	350	350	<b>400</b>
<b>H2d</b>	Actual net Delivery (per reporting year)	-85	+21	-95	-189	<b>-49</b>
<b>H2e</b>	Cumulative Delivery (over Local Plan period)	-85	-64	-159	-348	<b>-397</b>

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

- 4.27 In 2021/22 there was a net delivery of 351 dwellings (i.e. 285 new builds, 12 conversion and 54 change of use). The net delivery is higher than last year but still below the baseline housing target of 400 (In the Local Plan Housing Trajectory and also below the revised target of 457 dwellings/annum. However it is above the Objectively Assessed Need (OAN) of 287 dwellings/annum and this is positive.
- 4.28 Although the house building rate increased this year post lifting the Coronavirus restrictions, the cumulative under-delivery continues to increase from minus 348 dwellings last year to minus 397 this year. It is anticipated that the building rate will increase throughout the year and there will be more completions next year.
- 4.29 The bulk of the new build completions this year were mainly from Wynyard housing development sites, Marine Point, Quarry Farm 2, Station Road in Greatham and former Brierton School site. In addition to the ongoing building progress on various housing sites, this year there is a total of 275 new-build starts mainly from Greenfield sites hence completions from these new starts will add on to next year's net completions. It is also anticipated that some of the strategic housing sites allocated in the adopted Local Plan (2018) which include more Greenfield housing

sites may obtain planning permission. It is therefore expected that housing delivery will increase next year and meet the delivery target. The overall averaged annual target of 410 dwellings is still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies. For further information on housing delivery and the 5 year supply position please refer to the 2019/20 Housing Review and Five Year Supply document.<sup>8</sup>

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.
- 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). *Source: Hartlepool*

Year	Type			
	Social rent	Intermediate tenure Shared Ownership	Affordable rent	Total
2021/2022	7	53	80	140
2020/2021	0	0	26	26
2019/2020	22	0	52	74
2018/2019	0	0	62	62
2017/18	20	0	16	36

*Borough Council, March 2022.*

4.32 Table 20 shows that this year there is a total of 140 completed affordable homes (i.e. 81 new build, 53 change of use and 6 refurbished). This is well above the target

<sup>8</sup> [https://www.hartlepool.gov.uk/downloads/file/6587/2020\\_housing\\_review\\_and\\_5yhls\\_report](https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report).

of 74 affordable homes and is positive development for the borough. The Council will continue to support the delivery of additional affordable housing through building on council-owned land, partnership working with Registered Providers in the borough and through securing affordable housing contributions as part of private residential developments.

- 4.33 A total of £813,000 S106 funds was received for offsite affordable housing this year (appendix 5) and £327,794.30 secured (appendix 6) for offsite affordable housing. The 81 affordable bungalows at the Former Brierton School site is progressing well and is nearly complete. It is anticipated there will more delivery of affordable homes and more bungalows in the borough next year.

Table 21: Housing Types completed (Indicator H4).

Type	Gross Number completed				% of total gross completed			
	2018/19	2019/20	2020/21	2021/22	2018/19	2019/20	2020/21	2021/22
Flat/apartment	8	8	15	65	2.1	3.1	8.9	18.5
Terraced house	103	41	27	12	27.4	16.1	16.1	3.4
Semi-detached house	71	39	31	62	18.9	15.3	18.5	17.7
Detached house	162	150	80	151	43.1	58.8	47.6	43.0
Bungalow	32	17	15	61	8.5	6.7	8.9	17.4

Source: Hartlepool Borough Council, March 2022.

- 4.34 There is a steady flow in the delivery of detached houses in Hartlepool since the adoption of the Local Plan as shown in table 21. At 43%, detached houses still account for most dwelling types completed whereas terraced houses delivery continues to decline. Although the delivery of bungalows notably increased this year, there continues to be a shortage of bungalows in the borough. As anticipated last year, the proportion of bungalows increased this year. This is expected to continue increasing next year as more bungalows will be completed at College Farm/Dalton Heights and at former Brierton School site. In addition planning permission has been granted during the year at the former garden centre in Tanfield Road for 17 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 This year there has been no losses or additions to biodiversity habitat as a result of planning permissions (table 22). However, the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been recommended for re-designation by Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP) and when this happens, it will constitute loss of habitat and will be recorded at that point.

Table 22: Losses or additions to biodiversity habitat as a result of planning permissions 2021/22.

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

Source: Hartlepool Borough Council 2022

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

- 4.35 The quantity and type of green infrastructure lost or gained is not routinely measured or monitored, therefore no definitive measurement can be provided. When determining planning applications the aim is always to secure improvements and offset any losses. However, funding for green infrastructure is secured through S106 developer contributions from planning applications and this can be routinely measured. This year, for green infrastructure, a total of £16,000.00 has been received and £73,750.00 has been secured through signed S106 agreements. For ecological mitigation £84,000 was received and none secured through signed S106 agreements (appendix 5 and 6).
- 4.36 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. This year there has been no recorded losses of ancient woodland as a result of approved planning applications.
- 4.37 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.
- 4.38 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
<b>2021/22</b>	511.48	26,742.37	nil	12,892.90	nil	39,552.21	32.6
<b>2020/21</b>	643	26,307	nil	11,625	nil	38,575	30.1
<b>2019/20</b>	714.01	25,377.37	nil	13,217.08	nil	39,308.46	33.62
<b>2018/19</b>	172.61	26,952.91	nil	12,921.85	nil	39,765.64	32.5
<b>2017/18</b>	935.98	25,900.47	nil	12,874.94	nil	39,711.4	33.1
<b>2016/18</b>	619.3	31,591.08	nil	14,313.85	nil	46,524.06	30.77

Source: Hartlepool Borough Council, 2022.

- 4.39 The total amount of waste arising this year remained relatively static in comparison to the previous year. More waste was incinerated compared to last year, with less being sent to landfill. The proportion of recycled or composted waste increased from last year (table 23). The Council communicates with residents and the wider community via Hartbeat magazine, the Council's own website and social media, to help them to recycle more of their waste. Messages centre on what can and cannot be recycled.

Table 24: The amount of renewable energy generation by installed capacity and type 2021/22.

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	1 (H/2020/0175)	nil	nil	nil	1 (H/2019/0275)	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 2021/22

Two applications relating to renewable energy were approved in the year (table 24) one for energy recovery (energy from waste) facility at Graythorp and the other for a solar farm and associated development on land at Worset Lane.

#### Rural area development policies assessment

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

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

Table 25: Developments approved outside Limits to Development 2017-2022.

Developments Approved	2017/18	2018/19	2019/20	2020/21	2021/22
Agricultural buildings	2	0	0	0	1 Change of use of agricultural building and land to equestrian use, Martindale Farm, Elwick (H/2020/0233).
New dwellings – no agricultural justification	2	0	0	0	0
New dwellings associated with agricultural existing developments	0	0	0	0	0
New dwellings associated with rural business developments	1	0	0	0	0
Extensions to existing dwellings	0	1	0	0	0
Temporary residence in connection with rural business	0	0	1	0	0
Replacement dwellings	0	0	0	0	0
Residential conversions of rural buildings	0	0	0	0	0
Business conversions of rural buildings (buildings for business)	1	1	0	0	0
Extensions of gardens	0	0	0	0	0
Recreational and leisure uses	0	0	1	1	1 Erection of 4 X 4 bedroom detached holiday cottages Abbey Hill Cottages, Dalton Piercy (H/2020/0453).
Extensions and other works relating to existing businesses	0	1	1	1	
New buildings associated with business	0	1	0	0	1 Erection of detached garage, detached stable building to be used in conjunction with existing holiday accommodation, Willow Tree farm, Dalton Back Lane, (H/2021/0027)
Telecommunications development	0	0	0	0	0

Source: Hartlepool Borough Council, 2022

- 4.40 The information provided above relates to planning applications approved for development on land outside the limits to development (urban fence and village envelopes). There are three approved developments this year, as shown on table 25. The applications are all justified as they relate to existing rural business in line with rural policies that seek to promote growth and diversification of the rural economy hence this is positive development in the rural area.
- 4.41 The adopted New Dwellings Outside Developments Limits SPD (2015) continues to assist preserve the countryside from unwanted, unsustainable and unjustified developments of isolated dwellings. The purpose of the SPD is to prevent the proliferation of isolated residential developments in unsustainable locations in the rural area and potentially reduce the compactness of the urban area. The rural development policies continue to be implemented, therefore no need to review them.

#### 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.

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

Table 26: Numbers of listed buildings at risk 2021/22.

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

Source: Hartlepool Borough Council, 2022.

- 4.43 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 continued to work 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.
- 4.44 The Former Wesley Methodist Church on Victoria Road has listed building consent and planning permission for change of use to upper floors of main building and annex building into 36-bed hotel; change of use of upper ground floor of main building to mixed A3/A4 Use (restaurant and bar); change of use of lower ground floor of main building to form 5no. commercial units (to be in flexible A1 Use (retail), A2 Use (financial and professional services), A3 Use (restaurants and cafes) or A4 Use (drinking establishment. There has been no commencement of works on the site this year. Maintenance improvements work on the former Wesley Methodist Church is ongoing.
- 4.45 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.
- 4.46 The council hopes that by publishing an annual 'Heritage at Risk' register, vulnerable heritage assets across the borough will be highlighted and this could 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.
- 4.47 There were no conservation area appraisals this year.

## D. SUSTAINABLE TRANSPORT AND ACCESS TO THE COUNTRYSIDE

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

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

### Related Policies

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

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

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

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

### Transport policies assessment: cycleways and roads

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

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

4.50 Following the successful LGF programme the Council is currently working with TVCA on the Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP). This is a Tees Valley wide plan which includes Hartlepool. Key projects will be the development of cycling corridors.

4.51 Hartlepool schemes currently being explored are as follows:

- Transport Interchange to Headland (LCWIP scheme via City Region Sustainable Travel Settlement funding). Consultation is scheduled for November/December 2022 with construction planned to commence in early 2023 to be complete for Tall Ships Races in July 2023.
- Transport Interchange to Wolviston (LCWIP via CRSTS). Consultation scheduled for November/December 2022 with construction planned to commence in Sept 2023.
- Marina to Seaton Promenade (Levelling Up Funding). Consultation scheduled for spring 2023.
- A689 to Summerhill (LUF). Consultation scheduled for spring 2023.

Works have also taken place with TVCA to establish a town centre cycling hub. Discussions have taken place with a view to obtaining suitable premises for the scheme, with this expected to be finalised in late 2022 to early 2023

4.52 There have been no roads or cycleways created, diverted, extinguished or improved this year (table 27) primarily due to the Coronavirus pandemic but also due to changes in funding mechanisms, however as outlined above several schemes are due to commence in the near future.

Table 27: Roads and cycleways 2021/22.

			Created/New	Diverted	Extinguished	Improved
2021/22	Cycleways	Name	none	none	none	none
		Length (m)				
	Roads	Name	none	none	none	none
		Length (km)				
2020/21	Cycleways	Name	A689 Cycleway/Walkway (east side) from Brenda Road roundabout to Windermere Road	none	none	A689 Cycleway/Walkway (west side) from Brenda Road roundabout to Burn Road roundabout
		Length (m)	300	none	none	1,180
	Roads	none	none	none	none	none
2019/2020	Cycleways	Name	none	none	none	1) A689 to Brenda Road cycleway/walkway upgrade 2) Bishop Cuthbert Access Improvements
		Length (m)	none	none	none	1) 1020 2) 2950
	Roads		none	none	none	none
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
		Length (m)	475 (Queens Meadow) 50 (Oakesway)			285
	Roads		none	none	none	none

Source: Hartlepool Borough Council, 2022.

#### Transport policies assessment: walkways and coastal paths

- 4.53 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.
- 4.54 Table 28 shows that 1.28 km of coastal paths, 0.96km of permissive paths and 0.36 km of public rights of way were all improved this year. Only 0.28 km of public rights of ways were diverted. No walkways or coastal paths have been extinguished for

the past five years and this indicates that policy INF2 is being implemented hence there is no need for policy review. The council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.

Table 28: Walkways and coastal paths 2021/22.

Core Output Indicator T3						
	Type of Walkway	Created (km)	Diverted (km)	Extinguished (km)	Improved (km)	Locations of paths changed throughout the year
2021/22	Public Rights of Way	0	0.28	0	0.36	Public Footpath No.3, Dalton Piercy Public Byway No.30, Bilingham Parish Public Byway No.3, Seaton Public Byway No.5, Seaton Public Footpath No.31, Hartlepool Public Byway No.1a, Seaton
	Permissive Paths	0	0	0	0.96	Seaton Walkway Tees Road
	England Coast Paths	0	0	0	1.28	Old Cemetery Rd, Yacht Club
2020/21	Public Rights of Way	0.4	0.75	0	0.4	Public Footpath No.23 Greatham Public Footpath No.31 Hartlepool Public Footpath No.11 Seaton Public Footpath No.3 Dalton Piercy
	Permissive Paths	0	0	0	0	
	England Coast Paths	0	0	0	0.65	Greatham Creek, Brenda Road and Graythorp Industrial Estate
2019/20	Public Rights of Way	0	0	0	0	
	Permissive Paths	0	0	0	0.75	Springwell Community Woodland, Clavering
	England Coast Paths	5.17	0	0	0.3	Tees Road/A178 – Graythorp Industrial Estate, Conoco Phillips, Greatham Creek
2018/19	Public Rights of Way	0	0	0	0.97	Public Footpath No.5, Golden Flatts, Seaton Parish Public Byway No.14, Greatham Parish Public Byway No.4, Newton Bewley Parish Public Byway No.30, Bilingham Parish
	Permissive Paths	0	0	0	1.31	Springwell Community Woodland, Clavering North Gare Car Park approach road Tees Road/A178 – Graythorp Industrial Estate, Conoco Phillips, Greatham Creek
	England Coast Paths	0.57	0	0	0	

Source: Hartlepool Borough Council, 2022.



## 5. CONCLUSION AND RECOMMENDATIONS

- 5.1 This report covers the second phase of the Local plan housing delivery which sets a baseline delivery target of 400 dwellings/annum. The net total delivery this year is 351 dwellings (i.e. 285 new builds, 12 conversion and 54 change of use). The net delivery increased this year in comparison to last year but is slightly below the baseline housing target of 400 dwellings/annum. However it is above OAN of 287 dwellings/annum and this is positive development. Although the house building rate increased this year post the Coronavirus pandemic, the cumulative under-delivery continues to increase from minus 348 dwellings last year to minus 397 this year. It is anticipated that the building rate will increase throughout the year and there will be more completions next year.
- 5.2 A total of 140 affordable homes were delivered this year (i.e. 81 new build, 53 change of use and 6 refurbished) mainly from former Brierton School site and Station Road in Greatham. This is above the target of 74 affordable homes and is positive development for the borough. It also addresses the previous year's shortfall and more affordable homes are expected next year to be delivered from Hillview in Greatham and through developer contributions from large sites granted permission during the year. The housing policies continue being implemented in accordance with the Local plan and there is no evident unjustified policy diversion. There is therefore no need to revise any of the housing policies.
- 5.3 This year there is no net employment land uptake or loss of employment land from allocated industrial areas. However, there is a gross total of 632m<sup>2</sup> additional employment floor space from completion of two storage buildings (land at Burn Road) in Longhill and Sandgate industrial area. The site was not previously vacant land hence construction of the storage buildings does not constitute employment land uptake from the site. Therefore the available employment land at Longhill and Sandgate still remains 1 ha. There is no evident, unjustified diversion of employment policies hence there is currently no need to review employment policies.
- 5.4 Retail policies are performing as expected because the town centre still continues to develop as a retail hub with E and F1 uses accounting for more than 50% of all uses in the town centre, followed by F2 uses. All uses in the town centre are as allocated in the Local Plan in accordance to the retail policies. There is no evident diversion of policy performance. However, lack of high quality shops and high vacancy rates in the town centre still remains a challenge. Retail was seriously impacted by the Coronavirus pandemic, lockdowns and restrictions placed on businesses and the public. Although the Coronavirus restrictions have since been lifted the vacancy rate in the town centre 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.
- 5.5 Tourism policies within the Local Plan identifies the Town Centre, the Marina, the Headland and Seaton Carew as main tourism destinations and the policies encourage appropriate developments within these areas. However, rural tourism through recreation and leisure developments could be allowed under certain

circumstances. Not many tourist-related applications have been approved this year, however the tourism policies continue to be implemented and there is currently no need for review.

- 5.6 This year there have been no losses or gains in the total area of habitat in international or national designated sites. There has also been no known losses or additions to biodiversity habitat as a result of planning permissions. However, the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been recommended for re-designation by Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP) and when this happens, it will constitute loss of habitat and will be recorded at that point. It is still highly recommended that housing applications are more closely monitored to ensure compensation/mitigation measures are appropriately put in place to avoid losses of wildlife habitat as this is detrimental to the natural environment and biodiversity gain. Natural environment policies are being implemented and there is currently no need for their review.
- 5.7 The total amount of waste arising this year remained relatively static in comparison to the previous year. More waste was incinerated compared to last year, with less being sent to landfill. The proportion of recycled or composted waste increased from last year (table 23). The Council communicates with residents and the wider community via Hartbeat magazine, the Council's own website and social media, to help them to recycle more of their waste. Messages focus on what can and cannot be recycled.
- 5.8 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 or cycle tracks created, improved, diverted or extinguished this year. This year, 0.28 km of public rights of ways were diverted, 1.28 km of coastal paths improved, 0.96km of permissive paths improved as well as 0.36 km of public rights of way. No walkways or coastal paths have been extinguished for the past five years. Sustainable transport policy INF2 is being implemented and there is therefore no need for its review or any of the sustainable transport policies at present. The council will continue to ensure the provision of a safe, efficient and sustainable transport network, accessible to all and to strengthen transport links with the Tees Valley sub-region, region and beyond.
- 5.9 Overall as illustrated by the assessment of the Local Plan policies, all policies are performing accordingly. 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

## 5.4 Appendix 1

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

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

### **Hartlepool Rural Plan**

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

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

### **The Headland Neighbourhood Plan**

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

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

### **Wynyard Neighbourhood Plan**

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

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

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

This section reflects the requirements of section 33A of the Planning and Compulsory Purchase Act 2004<sup>9</sup> (Duty to co-operate in relation to planning of sustainable development) in relation to the time period covered by this report.

The Duty to co-operate requires:

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

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

As a small local authority we recognise the benefits of working collectively with our partners both across Hartlepool and within the wider Tees Valley and North East region.

We play a key role in a number of cross sector partnerships within Hartlepool including:

- Health and Wellbeing Board
- Safer Hartlepool Partnership
- Children’s Strategic Partnership
- Economic Regeneration and Tourism Forum
- Town Deal Board

We also play an active role within the Tees Valley Combined Authority, the Cleveland Local Resilience Forum and the Teeswide Safeguarding Adults Board.

The Council have been involved in the establishment of the largest Integrated Care Partnership (ICP) in the Country, covering 13 local authorities. We have influenced the governance structure so that there are 4 Integrated Care Boards (ICBs) including one for the Tees Valley and are currently working with ICB officers regarding how it will operate at a Place level. The Leader of the Council will sit on the ICP representing Elected Members.

Officers and elected members also work closely with colleagues across the region through a number of theme based networks including those related to adult social care, children’s services, finance, equality and health scrutiny.

### **Preparation of the 2018 Local Plan**

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<sup>9</sup> PACA as updated by section 110 of the 2011 Localism Act

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

During preparation of the Local Plan, a series of meetings were held with Stockton Borough Council to discuss key cross 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
<b>Environment Agency</b>	Formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were partners in the development of key evidence base documents including the SHLAA, Water Cycle Study, SFRA Level 1 and Level 2, the SFRA update and the Strategic Sequential Test and the Local Infrastructure Plan.
<b>English Heritage</b>	Were formally consulted at the Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were consulted on key evidence base documents including the SHLAA and the Strategy for the Historic Environment.
<b>Natural England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Were consulted in the production of many of the evidence base documents including the SHLAA, SFRA Level 1 and 2, Tees Valley Green Infrastructure Plan. Key partner in the development of the English Coastal Path.
<b>Civil Aviation Authority</b>	Were formally consulted at Issues and Options, Preferred Options and Publication stages of the plan production.
<b>Homes and Communities Agency (and more latterly Homes England)</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage.
<b>Highways England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at the Main Modifications Stage. Regular meetings have been held with regional representatives of the HA. Highways England has been instrumental in the production of many of the evidence base documents including the Local Infrastructure Plan, the SHLAA etc. Key partner in the management of development at Wynyard. Involved in the preparation and a signatory in a number of Statements of Common Ground.

## 5.4 Appendix 1

<b>North Tees &amp; Hartlepool Primary Care Trust</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents.
<b>The Office of Rail Regulation</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Marine Management Organisation</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Tees Valley LEP (and the Combined Authority)</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage and for many of the evidence base documents
<b>Tees Valley Local Authorities</b>	Continuous Informal Engagement and statutory consultations. Formal and informal Engagement at DPO, Planning Managers and Directors of Place Meetings. Engagement at Tees Valley Infrastructure Group. Production of joint evidence base documents. Cross border liaison meeting held with Stock-on Tees Borough Council On-going co-operation with Stockton-on-Tees Borough Council regarding the management of development at Wynyard.
<b>Durham County Council</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage A cross border liaison meeting was held with Durham County Council on 12th April, 2016.
<b>Parish Councils</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Cleveland Police</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>The Coal Authority</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>National Grid</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Northern Gas Networks</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Anglian Water</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.
<b>Sport England</b>	Were formally consulted at Issues and Options, Preferred Options, Publication stages of the plan production and at Main Modifications Stage.



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

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

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

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

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

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

## Appendix 5: Developer Contributions S106 received funds 2021/22

Type of contribution	Amount of money in £000s (thousands)				
	*Opening balance as at 1st April 2021	Amounts received in 2021/22	Subtotal revised balance	Amount spent	Forecast committed balance remaining as at 31st March 2022
****Affordable Housing	0	813	813	813	0
Cycleways	40	189	229	10	219
Highways	0	660	660	0	660
*****Bus Stop	0	15	15	0	15
Green Infrastructure	187	16	203	23	180
Maintenance	35	0	35	35	0
Play	126	25	151	18	133
**Off-site recreational	60	97	157	0	157
Public Art	5	0	5	0	5
Sports	145	42	187	46	141
*****Ecological mitigation	71	84	155	6	149
Traffic calming	15	0	15	0	15
Education	614	366	980	99	881
Coastal	8	14	22	0	22
***Restoration - security bond	100	0	100	0	100
Health	0	41	41	0	41
<b>Total £000s</b>	<b>1,406.00</b>	<b>2,362.00</b>	<b>3,768.00</b>	<b>1,050.00</b>	<b>2,718.00</b>

Source Hartlepool Borough Council, 2022

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

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

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

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

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

Off Site - £60,500 Budget is included as part of Capital NIP scheme Budget Project 7440

Sports also includes contributions for Playing Pitches, Tennis Courts and Bowling Greens

**Appendix 6: Developer Contributions S106 signed agreements 2021/22**

Applica tion No	Date of Agreement	Type of contribution								
		Play	GI	BS	EDP	EDS	HW	AH	PP	TC
H/2021/ 0498	23/02/2022		£0.00				£34,902.0			
H/2021/ 0282	14/01/2022		£6,250.00		£74,001.90	£48,369.86		£241,025. 22	£6,250.00	
H/2020/ 0453	27/10/2021		£2,000.00							
H/2019/ 0226	19/10/2021		£60,750.0		£718,698.75	£469,596.6 0				
H/2020/ 0215	27/08/2021		£2,500.00							
H/2021/ 0157	26/08/2021	£2,250.00	£2,250.00		£25,996.95	£17,345.46		£86,769.0 8		£513.18
H/2020/ 0276	25/06/2021			£310,809.60	£1,685,675.25		£59,998.2			
H/2021/ 0121	04/06/2021									
H/2020/ 0303	20/05/2021									
<b>Total £</b>		<b>2,250.00</b>	<b>73,750.0</b>	<b>310,809.60</b>	<b>2,504,372.85</b>	<b>535,311.92</b>	<b>94,900.2</b>	<b>327,794.3</b>	<b>6,250.0</b>	<b>513.18</b>

Source Hartlepool Borough Council, 2022.

GI - Green Infrastructure  
BS – Built Sport facilities  
EDP- Educations Primary School  
EDS - Education Secondary School  
HW - Highways  
AH - Affordable Housing  
PP- Play Pitches  
TC - Tennis Courts



# NEIGHBOURHOOD SERVICES COMMITTEE

13<sup>th</sup> March 2023



**Report of:** Assistant Director (Regulatory Services)

**Subject:** PAY AND DISPLAY PARKING MACHINES –  
DISABILITY ACCESS

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## 1. TYPE OF DECISION/APPLICABLE CATEGORY

1.1 For information.

## 2. PURPOSE OF REPORT

- 2.1 This report is submitted for information and follows a Full Council Motion / Question for clarification in relation to the accessibility of the pay and display parking payment machines that the Council operates within our Off Street Car Parks and managed parking sites.
- 2.2 Full Council requested that a report be presented to Members of Neighbourhood Services Committee to offer reassurance that parking payment machines were compliant with legislation, offered access to Blue Badge holders and that sufficient consideration had been given to wheelchair users and those with mobility issues.

## 3. BACKGROUND

- 3.1 At a meeting of Full Council on 15<sup>th</sup> December 2022, it was reported by an elected member that several wheel chair users had contacted him highlighting difficulties in accessing town centre car parking meters. Therefore it was agreed, with no dissent, that the issue be referred to the Neighbourhood Services Committee.
- 3.2 As a Council we operate 60 pay and display parking payment machines located in off street car parks and on street sites across the Borough. Parking tariff charges can vary dependant on the required stay of the car park user.
- 3.2 Pay and display parking charges have been established in many of the off street town centre sites for many years now and were extended to Seaton Carew in 2015.

- 3.3 The pay and display machines have a recognised working life of approximately 10 years and a significant number of the machines in use in Hartlepool have already exceeded this period. Therefore plans were already in place for a phased upgrade of the stock, before the escalation of maintenance / repair costs, breakdown frequency and general appearance of the machines would require that they be withdrawn from service.
- 3.4 In December 2021, Members approved a decision to remove the then free parking concession offered to Blue Badge holders. As a consequence officers carried out an assessment of all pay and display stations and identified 5 of the 60 that may require some alterations in order to assist with disability access. The findings identified a number of concerns which varied from a lack of safe hatched area in front of the machine to potentially addressing the height of the machine to making them more wheelchair accessible.
- 3.5 However it should be noted that in many of Hartlepool's popular town centre car parks there are often several payment machines. Therefore in most cases alternative payment stations would be available should one be unavailable or be less accessible. In addition, the sites all accept payment via our mobile phone payment provider "RINGO". We operate this service in partnership to provide ease and convenient parking payment under a single customer account along with our neighbouring Tees Valley local authorities. Mobile phone payments remove the need to pay by cash or collect a payment ticket from the machine and display it in the vehicle.

#### **4. PROPOSALS**

- 4.1 We recognise that some of the current payment machine stock is aging and needs to be replaced. To this extent a phased procurement programme is currently taking place. Part of the replacement specification would require that any upgrade model would fully comply with legislative disability access and wheel chair accessibility design standards.
- 4.2 Hartlepool is also keen to reduce the dependency of cash payments and although cash payment options will remain for the foreseeable future, alternative "pay by card" options will be encouraged and promoted. Cashless payments reflect changing customer preference and choice and reduce our own security collection costs. In addition Hartlepool will continue to offer customers the option to pay to park by mobile phone.
- 4.3 A phased renewal of the existing payment machines, which are more than 10 year old, is planned and the intention is to ensure that those five stations identified in the earlier disability access assessment review will be prioritised.

#### **5. RISK IMPLICATIONS**

- 5.1 The parking payment machines are an asset, but as they age they become less reliable, require longer periods where they are out of service, and the

maintenance and repair costs escalate. To this extent a phased replacement programme is economically viable.

## 6. FINANCIAL CONSIDERATIONS

- 6.1 The process to replace the parking payment machines will be carried out in accordance of the required procurement procedures for such purchases.

## 7. LEGAL CONSIDERATIONS

- 7.1 Legislation requires that local authorities make reasonable adjustment for wheelchair users and those with mobility issues. As Blue Badge holders are now required to pay to park within off street car parks in Hartlepool, there has to be sufficient “disabled friendly” payment options in place to enable such users to comply with the requirements of the car park. The ongoing procurement programme will ensure that the replacement payment machines fully meet the requirements of the legislation and design standards required of this service.

## 8. OTHER CONSIDERATIONS

Consultation	No relevant issues
Child/Family Poverty Considerations	No relevant issues
Equality and Diversity Considerations	No relevant issues
Environment, Sustainability and Climate Change Considerations	No relevant issues
Staff Considerations	No relevant issues
Asset Management Considerations	No relevant issues

## 9. RECOMMENDATIONS

- 9.1 That Members note the report and are assured that the actions taken meet the short and long term accessibility for disabled and blue badge holders required to pay to park.

## 10. REASONS FOR RECOMMENDATIONS

- 10.1 This reports ensures compliance with the referral from Full Council on 15<sup>th</sup> December 2022.

## 11. BACKGROUND PAPERS

- 11.1 Council Minutes – 15<sup>th</sup> December 2022.

## 12. CONTACT OFFICER

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- Chief Solicitor/Monitoring Officer ☒