

NEIGHBOURHOOD SERVICES COMMITTEE

AGENDA



Monday 5 February 2024

at 10.00 pm

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

MEMBERS: NEIGHBOURHOOD SERVICES COMMITTEE

Councillors Buchan, Cowie, Darby, Howson, Little, Oliver and Thompson.

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 8 December 2023 (previously circulated)

4. BUDGET AND POLICY FRAMEWORK ITEMS

- 4.1 Local Transport Plan 2023/24 Out-Turn and 2024/25 Programme – *Assistant Director, Neighbourhood Services*

5. KEY DECISIONS

No items.

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. OTHER ITEMS REQUIRING DECISION

6.1 Authority's Monitoring Report (AMR) 2022/23 – *Assistant Director, Neighbourhood Services*

6.2 Parking Tariff Changes – *Assistant Director, Regulatory Services*

6.3 Removal of Parking Promotions– *Assistant Director, Regulatory Services*

7. ITEMS FOR INFORMATION

No items.

8. ANY OTHER BUSINESS WHICH THE CHAIR CONSIDERS URGENT



<p>NEIGHBOURHOOD SERVICES COMMITTEE</p> <p>5TH FEBRUARY 2024</p>



Subject: LOCAL TRANSPORT PLAN 2023/24 OUT-TURN AND 2024/25 PROGRAMME

Report of: Assistant Director (Neighbourhood Services)

Decision Type: Budget and Policy Framework

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people are enabled to live healthy, independent and prosperous lives.
- where those who are vulnerable will be safe and protected from harm.
- that is sustainable, clean, safe and green.

2. PURPOSE OF REPORT

2.1 To inform Neighbourhood Services Committee of the current position with the Local Transport Plan Delivery Plan, the progress made over the last financial year and to set the budget allocations for 2024/2025, which can be found at **Appendix 1**.

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.

3.2 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 the Tees Valley.”*

3.3 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/OPTIONS FOR CONSIDERATION

4.1 The works and schemes undertaken during 2023/2024 are shown in **Appendix 2**, along with proposed allocations and indicative schemes for 2024/2025. Individual schemes will be subject to further committee reports where necessary.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	No relevant issues
FINANCIAL CONSIDERATIONS	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 2023/24, along with the allocations for 2024/25 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.
LEGAL CONSIDERATIONS	No relevant issues as individual schemes will be brought back before Neighbourhood Services Committee in line with the Council's Constitution.
CHILD AND FAMILY POVERTY	No relevant issues.
EQUALITY AND DIVERSITY CONSIDERATIONS (see Appendix 3)	Elements identified within Appendix 1 and 2 will all contribute to making Hartlepool a safer and more accessible place.
STAFF CONSIDERATIONS	No relevant issues.
ASSET MANAGEMENT CONSIDERATIONS	Additional assets will be added to the Council's asset register as appropriate.
ENVIRONMENT, SUSTAINABILITY AND	Elements identified within Appendix 1 and 2 will all seek to make Hartlepool a more sustainable and

CLIMATE CHANGE CONSIDERATIONS	connected place for pedestrians and users of motorised and none motorised vehicles.
CONSULTATION	Consultation on individual schemes will be undertaken with Members and the public/ residents/ businesses as appropriate.

6. RECOMMENDATIONS

- 6.1 That Neighbourhood Services Committee notes the works / schemes delivered during 2023/2024, and approves the anticipated budget breakdown for 2024/2025.

7. REASONS FOR RECOMMENDATIONS

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

8. BACKGROUND PAPERS

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

Local Transport Plan Scheme Update – Neighbourhood Services Committee – 5th October 2023.

9. CONTACT OFFICERS

Kieran Bostock
Assistant Director (Place Management)
Tel: (01429) 284291
E-mail: kieran.bostock@hartlepool.gov.uk

Peter Frost
Highways Infrastructure Manager
Tel: (01429) 523200
E-mail: peter.frost@hartlepool.gov.uk

Sign Off:-

Managing Director	Date: 18/01/2024
Director of Finance, IT and Digital	Date: 17/01/2024
Director of Legal, Governance and HR	Date: 17/01/2024

APPENDIX 1

Allocation of Integrated Transport Block Capital Funding (2023/24 & Proposed 2024/25)

Theme	Scheme Type	2023-24	2024-25
		£000's	£000's
Bus Infrastructure (BI)	Bus Stop Improvements	10	10
Cycling Schemes (CY)	Cycle tracks/lanes	65	65
	New cycle parking facilities	5	5
Sustainable Travel (ST)	Sustainable Travel Improvements	60	60
Local Safety Schemes (LS)	Safer routes to school	40	40
	Local Safety Schemes	100	100
	Signage Improvements	34	34
Road Crossings (RC)	Dropped Kerbs	15	15
Traffic Management and Traffic Calming (TM)	Traffic Signal Improvements	100	100
	School Safety Schemes	25	25
	Highway Improvement Schemes	90	90
Local Road Schemes (RD)	Verge Hardening Programme	60	50
	Access to Employment	15	10
Miscellaneous (OS)	Car park improvements	30	30
	Street Lighting Improvements	75	90
Total		724	724

Scheme Type	2023-2024	2024-2025
<p>Bus Infrastructure (£10,000)</p>	<p>Shelter upgrades along bus improvement corridor identified through with TVCA as part of Bus Service Improvement Partnership.</p> <p>New shelter requests, subject to public consultation where required. This included two new shelters on West View Road.</p> <p>Repairs to HBC owned bus shelters:-</p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p>Miscellaneous:- Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>	<p>Shelter upgrades along bus improvement corridor identified through with TVCA as part of Bus Service Improvement Partnership.</p> <p>New shelter requests, subject to public consultation where required.</p> <p>Repairs to HBC owned bus shelters:-</p> <p>Maintenance of HBC owned bus shelters / poles, as required.</p> <p>Low floor infrastructure bus stop upgrades, as required.</p> <p>Miscellaneous:- Canopy / shelter cleansing Carriageway lining works – various locations Purchase of new bus timetable casings. New / replacement timetable installation works at various locations. Installation of missing, corroded and damaged bus stop poles, in preparation for Tees Valley upgrade of all bus stop flags Printing of new / updated bus timetables (various).</p>

Scheme Type	2023-2024	2024-2025
<p>Cycle tracks / lanes (£65,000)</p>	<p>Design works on cycling infrastructure and Levelling Up schemes.</p> <p>Cycle route surfacing/ improvement schemes:- England Coast Path Brierton Lane - Summerhill Merlin Way – Hart Lane Fens Estate – public footpath between houses and Greatham Beck</p>	<p>Match funding contributions to the following schemes as required:-</p> <p>Town Centre to Headland Town Centre to Wynyard Interchange to Waterfront/ promenade link Town Centre to Summerhill via Burn Valley Raby Road</p> <p>King Oswy Drive improvements phase 1</p>
<p>New cycle parking facilities (£5,000)</p>	<p>New cycle lockers at Central Community Hub in York Road.</p>	<p>Enhanced cycle parking at Highlight.</p> <p>Potential additional facilities at Community Hubs.</p>
<p>Signage Improvements (£34,000)</p>	<p>Vehicle activated signage:- A689/ Traveller’s Rest Elwick Rd/ Queensberry Ave</p> <p>School time electronic 20mph signage:- English Martyrs St. Aidan’s Golden Flatts Rossmere (Catcote Rd) High Tunstall</p>	<p>Additional school time electronic 20mph signage to be identified.</p> <p>Other signage to be identified.</p>

Scheme Type	2023-2024	2024-2025
Sustainable Travel Improvements (£60,000)	Grange Rd/ Mulgrave Rd safety scheme. Support to Access Fund programme. General footpath/ crossing improvements. Minor improvement works to School Crossing Patrol sites/ school gate parking issues. Town centre cycling/ walking links.	Contribution to Throston Grange Lane crossing. Support to Access Fund programme. General footpath/ crossing improvements. Minor improvement works to School Crossing Patrol sites/ school gate parking issues.
Safer Routes To School (£40,000)	Contribution to Easington Road crossing. Contribution to Throston Grange Lane crossing. Small scale safety schemes (guard rails, footpath works, etc.).	West View Road safety scheme. Additional schemes to be identified/ confirmed in a further local safety scheme report to Committee.
Local Safety Schemes (£100,000)	Mowbray Road safety scheme. Park Road safety scheme. Coronation Drive safety scheme (Timescale dependent on possible developer funding). Traffic regulation orders (various).	Jesmond Gardens safety scheme. Additional schemes to be identified/ confirmed in a further local safety scheme report to Committee. Traffic regulation orders (various).
Road Crossings (dropped kerb schemes)	Coronation Drive Belle Vue Way	Additional schemes to be identified.

Scheme Type	2023-2024	2024-2025
(£15,000)	Cleveland Road Tarnston Road Marsh House Lane Oxford Street Lightfoot Crescent Tees Road Lauder Street	
School Safety Schemes (£25,000)	High Tunstall School crossing/ signals contribution (Timescale dependent on possible developer funding).	Elizabeth Way zebra crossing Murray Street zebra crossing
Verge Hardening programme / car parking bays (£50,000)	Argyll Road A689/ Truro Drive Grosmont Road Comrie Road	Schemes to be identified / confirmed.
Traffic Signal Improvements (£100,000)	Upgrades to A689/ Sappers Corner, York Rd/ Victoria Rd, Seaton Lane (Golden Flatts) and contribution to Easington Rd crossing.	Upgrades to A689/ Truro Drive, A689 Belle Vue Way/ Stockton Rd and Warren Rd/ Winterbottom Avenue.
Car Parking Improvements (£30,000)	Contribution to replacement camera enforcement car. Permit zone lining/ signing works.	Car park resurfacing works to be identified. Permit zone lining/ signing works.
Highway Improvement Schemes (£90,000)	Traffic signals upgrades at Park Rd/ Waldon St and York Rd/ Thornton St.	Match funding contributions to various DfT/ TVCA funding bids as required.

Scheme Type	2023-2024	2024-2025
	Highlight access road contribution. Cats eyes/ road markings upgrades. Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).	Cats eyes/ road markings upgrades as required. Contribution to traffic signal upgrade schemes. Small scale neighbourhood schemes (bollards, guard rails, signage, footpaths, etc).
Access To Employment (£10,000)	Marina Way crossing/ paving improvements.	ISQ Quarter/ industrial estate works to be identified.
Street Lighting (£90,000)	Promenade ornamental column replacement. Localised column replacement/ upgrades where required.	Column replacement/ lighting upgrade schemes to be identified.

Equality Impact Assessment Form

Department	Division	Section	Owner/Officer
Development, Neighbourhoods and Regulatory Services	Neighbourhood Services	Highway Infrastructure	Kieran Bostock/ Peter Frost
Service, policy, practice being reviewed/changed or planned	Continuation of Local Transport Plan delivery programme.		
Why are you making the change?	Additional schemes to be implemented in new financial year.		
How might this impact (positively/negatively) on people who share protected characteristics?			
	<i>Please tick</i>	POSITIVELY	NEGATIVELY
Age		✓	
<i>Safer roads, improved crossing facilities.</i>			
Disability		✓	
<i>Safer roads, improved crossing facilities.</i>			
Gender Re-assignment			
<i>Please describe...</i>			
Race			
<i>Please describe...</i>			
Religion			
<i>Please describe...</i>			
Gender			
<i>Please describe...</i>			
Sexual Orientation			
<i>Please describe...</i>			
Marriage & Civil Partnership			
<i>Please describe...</i>			

Pregnancy & Maternity		✓	
<i>Safer roads, improved crossing facilities.</i>			
Has there been consultation /is consultation planned with people who will be affected by this policy? How has this affected your decision making?		Consultation with affected stakeholders on individual schemes.	
As a result of your decision how can you mitigate negative/maximise positive outcomes and foster good relationships?			
Describe how you will address and monitor the impact		1. No Impact - No Major Change <i>Please Detail</i>	
		2. Adjust/Change Policy <i>Monitor through road casualty data.</i>	
		3. Adverse Impact but Continue as is <i>Please Detail</i>	
		4. Stop/Remove Policy/Proposal <i>Please Detail</i>	
Initial Assessment	17/01/24	Reviewed	00/00/00
Completed	17/01/24	Published	00/00/00

<p style="text-align: center;">NEIGHBOURHOOD SERVICES COMMITTEE 5TH FEBRUARY 2024</p>
--



Subject: AUTHORITY'S MONITORING REPORT (AMR)
2022/23

Report of: Assistant Director – Neighbourhood Services

Decision Type: Non-Key

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- that is sustainable, clean, safe and green.
- that has an inclusive and growing economy.
- with a Council that is ambitious, fit for purpose and reflects the diversity of its community.

2. PURPOSE OF REPORT

2.1 The purpose of this report is to inform Neighbourhood Services Committee of the Hartlepool Local Plan Authority's Monitoring Report (AMR) 2022/23 (see **Appendix 1**).

3. BACKGROUND

3.1 The AMR is a statutory Local Development Framework (LDF) document produced annually by the Council's Planning Team. It assesses the effectiveness of local plan policies and the extent to which they are being implemented.

3.2 The AMR is published on the Council's website and is attached to this report.

4. POLICY AREAS ASSESSED AND CONCLUDED

4.1 Housing

- 4.1.1 The local plan evidence base identifies an Objectively Assessed Need (OAN) need of 287 dwellings per annum. The local plan housing trajectory sets a baseline delivery target of 400 dwellings per annum. This housing requirement is set higher than the OAN of 287 dwellings per annum as replacement of demolitions, previous under delivery, aspirations of the Tees Valley Combined Authority and a 20% buffer have been applied.
- 4.1.2 The net total housing delivery this year is 507 dwellings (494 new builds and 13 change of use). It is higher than last year, above the baseline housing target of 400, and above the OAN of 287. The cumulative under-delivery decreased from minus 397 last year to minus 303 this year. There is a record total of 646 starts (634 new build, 12 change of use), completions from these will add on to next year's net completions. The annual target of 400 dwellings is still considered to be an achievable figure.
- 4.1.3 96 affordable homes (all new builds) were delivered this year which is above the local plan target of 74 and a total of £594,000 Section 106 (S106) funding was received for offsite affordable housing.
- 4.1.4 Housing policies are being implemented in accordance with the local plan, therefore there is no need to revise any of the housing policies or any of the housing target figures.

4.2 Economy, Employment, Town Centre, Tourism

- 4.2.1 This year there is no net employment land uptake or loss of employment land from allocated industrial areas, the available employment land remains the same as last year (195.2ha). There is a total of approximately 969.5m² gross additional employment floor space following the completion of two studios, two seminar rooms, office space and workshop space at the Former Edgar Philips Building, Lynn Street.
- 4.2.2 Lack of high quality shops and high vacancy rates in the town centre remains a challenge, however 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, indicating that appropriate permissions are being granted and there is no policy diversion.
- 4.2.3 Tourism policies within the local plan identifies the Town Centre, The Marina, The Headland and Seaton Carew as tourism destinations. Rural tourism through recreation and leisure developments is permitted under certain circumstances. Limited tourist-related applications have been approved this year and have been in accordance with the relevant policies.

- 4.2.4 Employment, commercial and tourism policies continue to be implemented effectively and there is currently no need to amend them.

4.3 **Environmental Quality**

Natural Environment

- 4.3.1 There has been a total loss of 2ha of a Priority Habitat and the Local Wildlife Site (LWS) as 'High Newton Hanzard Verges' has been de-designated by the Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP). Some compensatory habitats have been secured although the replacement habitats are not of a quality that will become a LWS. There were no losses or gains in the total area of habitat in international or national designated sites. Although there has been a loss of LWS area, it is considered that the natural environment policies as a whole are being implemented and there is currently no need for them to be amended.
- 4.3.2. The quantity and type of green infrastructure lost or gained is not routinely measured, therefore no definitive measurement can be provided. However, funding for green infrastructure is secured through S106 contributions and this can be measured. This year a total of £27,000 has been received and £27,250 secured through signed S106 agreements for green infrastructure. No money was received for ecological mitigation but a total of £7,750 was secured through signed S106 agreements (appendix 6).

Rural Area and Historic Environment

- 4.3.3 The council monitors applications for developments in the countryside. Applications for residential developments outside development limits are considered through policy RUR2 and the New Dwellings Outside of Development Limits Supplementary Planning Document (SPD) (2015).
- 4.3.4 There was one new dwelling application approved in the rural area. The application was justified as it relates to a rural business. The rural development policies continue to be implemented and there is no need to update them.
- 4.3.5 The council published a total of 11 historic buildings at risk this year (one Grade 1, eight Grade 2 and two locally listed). There has been no change from last year's list. This highlights there are vulnerable heritage assets across the borough that need attention, but that other heritage assets not on the list, where necessary, remain to be controlled and appropriately managed through the historic environment policies. As a whole the heritage policies are deemed to be robust and are being implemented accordingly therefore there is no need to amend them.

Waste, Renewable Energy

- 4.3.6 The total amount of waste arising this year decreased in comparison to the previous year and recycled/composted waste decreased from 32.6% last year to 30.1%. This is largely due to a planned maintenance and shut down period at the incinerator and thus lack of an alternative option other than landfill for a short period.
- 4.3.7 There were no approved planning applications for renewable energy schemes this year. Policies in the local plan are deemed to be in accordance with the NPPF and other material considerations and thus there is no need to amend them.

Sustainable Transport, Access to the Countryside

- 4.3.8 The works with Tees Valley Combined Authority (TVCA) on the Tees Valley Local Cycling and Walking Infrastructure Plan (LCWIP) remain ongoing. Key projects will see the development of cycling corridors in the following areas:
- Transport Interchange to Headland;
 - Transport Interchange to Wolviston;
 - Marina to Seaton Promenade;
 - A689 to Summerhill; and
 - A689/Victoria Road to Mill House area.
- 4.3.9 The schemes have undergone a design review and the finalised designs will be submitted to Active Travel England. The Transport Interchange to Headland scheme is expected to progress first, with consultation anticipated for late 2023. A town centre cycling hub at 15 Church Street has opened, it is operated by national cycling organisation Sustrans and offers cycle maintenance, training options, advice and guidance. New cycle lockers were installed at the Central Community Hub in York Road.
- 4.3.9 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 2.8 km of coastal paths, 0.69km of permissive paths and 1.26 km of public rights of way were improved. 0.45 km of public rights of ways were created. No walkways or coastal paths have been extinguished for the past five years.
- 4.3.10 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. In light of the above it is considered that the transport policies are being implemented effectively and there is no need for the policy to be amended.

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

- 4.3.11 The Rural Neighbourhood Plan forms part of the planning framework, was made in 2018 and is available on the council website. No Neighbourhood plans have progressed or been made this year.
- 4.3.12 With regards to the statutory duty to co-operate the Council has continued to cooperate and actively engage with public bodies to implement local plan policies. Further details are available in appendix 3 of the AMR.
- 4.3.13 No work or commitment to bring forward a Community Infrastructure Levy (CIL) has taken place. 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/IMPLICATIONS

RISK IMPLICATIONS	None.
FINANCIAL CONSIDERATIONS	None.
LEGAL CONSIDERATIONS	The AMR has been produced in accordance with Part 8, 34 (3) of the Town and Country Planning (Local Planning) (England) Regulations 2012.
CHILD AND FAMILY POVERTY	None.
EQUALITY AND DIVERSITY CONSIDERATIONS	None.
STAFF CONSIDERATIONS	None.
ASSET MANAGEMENT CONSIDERATIONS	None.
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	This report advises on the implementation of the local plan and considers all policies to be robust and thus environment, sustainability and climate change considerations are being factored into planning decisions.

CONSULTATION	Consultation has not been undertaken, nor is it legally required to be undertaken.
---------------------	--

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 The council are legally required to produce an AMR at least annually. The AMR provides a detailed assessment of planning policy implementation and assists in identifying policies that are not robust and either need amending 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

2020 Housing review and 5 Year Housing Land Supply Report

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

The Planning and Compulsory Purchase Act 2004

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

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

The National Planning Policy Framework (Updated December 2023)

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

9. CONTACT OFFICERS

Kieran Bostock
Assistant Director (Neighbourhood Services)
Civic Centre
Hartlepool Borough Council
TS24 8AY

Tel: (01429)284291

E-mail: kieran.bostock@hartlepool.gov.uk

Nomusa Malinga
Housing and Planning Information Officer
Civic Centre
Hartlepool Borough Council
TS24 8AY

Tel: (01429) 284302

E-mail: nomusa.malinga@hartlepool.gov.uk

Sign Off:-

Managing Director	Date: 25/01/2024
Director of Finance, IT and Digital	Date: 18/01/2024
Director of Legal, Governance and HR	Date: 17/01/2024

Hartlepool Borough Council Local Plan

Authority Monitoring Report 2022/23



CONTENTS

	SECTION	PAGE
	Executive Summary	4
1.	Introduction	9
	Planning Legislation	9
	The Authorities Monitoring Report	10
2.	Hartlepool - Key Characteristics, Statistics and the Problems and Challenges Faced	12
	Hartlepool & the Sub-regional Context	12
	Hartlepool in the Local Context	12
	Population	12
	2019 Index of Multiple Deprivation	13
	Tourism	14
	Economy and Employment	15
	Health	17
	Lifelong Learning and Skills	17
	Housing	17
	Current House Prices	19
	Community Safety	19
	The Environment	20
	The Built Environment	20
	Geological & Geomorphological Features	21
	Wildlife Characteristics	21
	Bathing water	22
	Air Quality	22
	Culture and Leisure	22
	Future Challenges	23
3.	Implementation of the Hartlepool Local Development Scheme	25
	Implementation of the 2017 Local Development Scheme	25
4.	Assessment of Local Plan Policies	28
	Introduction	28
	Hartlepool Local Plan Objectives, Policies and Indicators	28
	A. Local Economy	32
		33
	Industrial Land Policies Assessment	
	Town Centre and Town Centre Uses Policies Assessment	35
	Tourism and Leisure Policies Assessment	37
	B. Housing	39
	Housing Policies Assessment	39
	C. Environmental Quality	44
	Natural Environment Policies Assessment	44

Rural Area Policies Assessment	47
Historic Environment Policies Assessment	49

D. Sustainable Transport and Access to the Countryside	51
Cycleways and Roads Policies Assessment	51
Walkways and Coastal Paths Policies Assessment	52

5. Conclusion and Recommendations	55
--	-----------

Appendices

Appendix 1	Local Plan Policies List	58
Appendix 2	Neighbourhood Plans	60
Appendix 3	Duty to Cooperate	61
Appendix 4	Community Infrastructure Levy (CIL)	64
Appendix 5	Developer Contributions S106 received funds	65
Appendix 6	Developer Contributions S106 signed agreements	66

List of supporting information

No	List of Diagrams	PAGE
1	Hartlepool Local Development Framework	10
No	List of Tables	
1	Population	13
2	Population Proportions in the Tees Valley	13
3	Labour Supply	15
4	Percentage of People in Employment by Main Occupation Groups	16
5	Unemployment Claimant Rate	16
6	Qualifications/No Qualifications Working Age Residents	17
7	Property type and size of occupied dwellings across Hartlepool	18
8	House Prices	19
9	Notifiable Offences Recorded by Police	20
10	Hartlepool SWOT Analysis	23
11	Timetable of Hartlepool Local Plan DPD	26
12	Local Plan themes, objectives, policies, targets and core output indicators (2016-2031)	30
13	Available allocated industrial land	34
14	Completed Employment Floorspace	35
15	Vacancy Rates in the Town Centre	37
16	Planning permissions granted for tourism, leisure, education & training	38
17	Housing targets	40
18	Housing Delivery and demolitions at HMR sites	40
19	Annual Net Housing Delivery	40
20	Number and types of affordable dwellings delivered	42
21	Housing Types completed	43
22	Losses or additions to biodiversity habitat as a result of planning permissions	45
23	The amount of household municipal waste arising	46
24	The amount of renewable energy generation by installed capacity and type	47
25	Developments approved outside Limits to Development	48
26	Numbers of listed buildings at risk	49
27	Roads and cycleways	53
28	Walkways and coastal paths	54

EXECUTIVE SUMMARY

Introduction

This Authorities Monitoring Report (AMR) covers the financial year 2022/23 and is the fifth AMR of the adopted Local Plan (adopted in May 2018). The Local Plan covers the period 2016 to 2031, the assessment of policies covers this period.

The AMR is produced by Planning Services on behalf of the Council and relates to the period 1st April 2022 to 31st March 2023. It reviews the progress made on the implementation of the Local Development Scheme (LDS) and 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 allocated in the Local Plan policy.

The 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. Added to the OAN is 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 Local Plan sets a baseline delivery target 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.

The net total housing delivery this year is 507 dwellings (i.e. 494 new builds and 13 change of use). It is higher than last year, above the baseline housing target of 400, and above the OAN of 287 dwellings/annum. The cumulative under-delivery decreased from minus 397 last year to minus 303 this year. The majority of house completions were mainly from existing large sites such as Wynyard, Upper Warren, Marine Point and Quarry Farm 2. In addition to the ongoing building progress, this year there is a record total of 646 new starts (i.e. 634 new build, 12 change of use) mainly from greenfield sites hence completions from these will add on to next year's net completions. It is anticipated that some of the strategic housing sites allocated in the Local Plan which include more greenfield housing sites may obtain planning permission. It is therefore expected that housing delivery will increase next year and still meet the delivery target. As such, the

annual target of 400 dwellings is, therefore, still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies. For further information on housing delivery and the 5 year supply position please refer to the 2019/20 Housing Review and Five Year Supply document.¹

During the year, planning permissions for housing were granted for various small sites and large sites such as Land south of Golden Meadows in Seaton Lane (80 homes), Former Garden Centre in Tanfield Road (17 bungalows) and Former Wynyard House (12 bungalows). Building commenced at former Ewart Parsons Site in Seaton Lane with permission for 234 homes. In addition to the on-going house building progress, it is expected that a high number of house completions will be achieved next year.

A total of 96 completed affordable homes (all new builds) were delivered this year. This is above the Local Plan target of 74 affordable homes. 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. A total of £594,000 S106 funds was received for offsite affordable housing this year (appendix 5). Housing policies are continually being implemented in accordance with the Local Plan. There is therefore no need to revise any of the housing policies or any of the housing target figures.

Economy, Employment, Town Centre and the Tourism

This year there is no net employment land uptake or loss of employment land from allocated industrial areas hence the available employment land remains the same as last year (i.e.195.2ha). However, there is a total of approximately 969.5m² gross additional employment floor space from completion of two studios, two seminar rooms, office space and workshop space at the Former Edgar Philips Building on Lynn Street. 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 still be made in accordance with the development framework including the Local Plan, relevant SPDs` and the Wynyard Masterplan. There is no evident, unjustified diversion of employment policies hence there is currently no need to amend any of the employment policies.

Although lack of high quality shops and high vacancy rates in the town centre still remains a challenge, retail and commercial policies are still performing as expected. 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 with retail policies. This indicates that appropriate planning permissions are being granted for town centre uses within the town centre and there is no evident unjustified policy diversion. There is therefore no need to amend any of the town centre retail and commercial policies as they continue being implemented.

¹ https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report

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 to amend them.

Environmental Quality

Natural Environment

There has been a total loss of 2ha of a Priority Habitat and the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been de-designated by the Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP). It has been destroyed incrementally over several phases of Wynyard housing developments. Some compensatory habitats were secured although the replacement habitats are not of a quality that will ever become a LWS. There were no losses or gains in the total area of habitat in international or national designated sites. The natural environment policies are being implemented and there is currently no need for them to be amended. .

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 £27,000.00 has been received and £27,250 secured through signed S106 agreements for green infrastructure. No money was received for ecological mitigation but a total of £7,750 was secured through signed S106 agreements (appendix 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 was one approved planning application in the rural area. The application is justified as it relates to an 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 update 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 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 decreased in comparison to the previous year and recycled/composted waste decreased from 32.6% last year to 30.1%. However, the amount of landfill waste increased remarkably due to shutting down of the waste incinerator for maintenance during which time more waste was taken to landfill. The Council continues to communicate 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.

There were no approved planning applications for renewable energy this year.

Sustainable Transport and Access to the Countryside

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. Hartlepool schemes currently being explored are as follows:

- Transport Interchange to Headland (LCWIP scheme via City Region Sustainable Travel Settlement funding).
- Transport Interchange to Wolviston (LCWIP via CRSTS).
- Marina to Seaton Promenade (Levelling Up Funding).
- A689 to Summerhill (LUF).
- A689/Victoria Rd to Mill House area (LUF/MDC funding)

All the above schemes have undergone a design review this year and the finalised designs are scheduled to be submitted to Active Travel England, which is a new statutory body that advises and approves such schemes. The Transport Interchange to Headland scheme is expected to progress first, with consultation anticipated for late 2023. At the time of writing this report, the council, in partnership with TVCA opened a town centre cycling hub at 15 Church Street. The facility is operated by national cycling organisation Sustrans and offers cycle maintenance, training options, advice and guidance. New cycle lockers were also installed at the Central Community Hub in York Road to provide secure cycle parking facilities.

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 2.8 km of coastal paths, 0.69km of permissive paths and 1.26 km of public rights of way were improved. Only 0.45 km of public rights of ways were created. 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 to be amended

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 (2022/2023) 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.² The LDDs set out the spatial planning strategy for Hartlepool. The 2012 regulations³ 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 Report⁴ (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

² 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.

³ Town and Country Planning (Local Planning) (England) Regulations 2012

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

to CIL and sets out how the council has cooperated with other Local Authorities and relevant bodies.⁵

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.		

Source: Local Plan 2018, Hartlepool Borough Council

The Authorities Monitoring Report

1.5 Local planning authorities are required to examine certain matters in their Monitoring Reports.⁶ 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

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

⁶ Part 8 Town and Country Planning (Local Planning) (England) Regulations 2012

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 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 2023 Office for National Statistics (ONS) and NOMIS (official census and labour market statistics) the population of Hartlepool is 92,600 (table 1). Hartlepool has the lowest number of residents when compared to other Tees Valley authorities, with a proportion of 13.6% and Stockton-On-Tees has the highest with a proportion of 29.2% (table 2).

Table 1: Population

Area	Population				
	2018/2019	2019/2020	2020/21	2021/22	2022/23
Darlington	106,600	106,800	107,400	107,800	108,200
Hartlepool	93,200	93,700	93,800	93,800	92,600
Middlesbrough	140,600	141,000	141,300	141,300	143,700
Redcar & Cleveland	136,700	137,200	137,200	137,200	137,000
Stockton	197,200	197,300	197,400	197,400	197,000.
Tees Valley Total	674,300	676,000	677,100	677,100	678,500
North East	2,657,900	2,669,900	2,680,800	2,680,800	2,646,800
Great Britain	64,553,900	64,903,100	65,185,700	65,185,700	65,121,700

Source: NOMIS, Official Labour Market Statistics 2023, ONS data 2023

Table 2: Population Proportions in the Tees Valley Sub region

Area	Proportion%				
	2018/2019	2019/2020	2020/2021	2021/2022	2022/23
Darlington	15.8	15.8	15.9	15.9	15.9
Hartlepool	13.8	13.8	13.9	13.9	13.6
Middlesbrough	20.9	20.9	20.9	20.9	21.2
Redcar & Cleveland	20.3	20.3	20.3	20.3	20.2
Stockton	29.2	29.2	29.2	29.2	29.0
Tees Valley Total	100	100	100	100	100

Source: NOMIS, Official Labour Market Statistics 2023, ONS 2023

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

<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

Tourism

- 2.10 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, arts and cultural venues, a comprehensive range of eating establishments predominantly situated in Hartlepool Marina, and historic visitor attractions. Hartlepool successfully hosted the internationally renowned Tall Ships Race in 2023, and the National Museum of the Royal Navy is developing exciting expansion plans as part of a town wide waterfront regeneration programme to invest and expand in new attractions and events to significantly boost visitor numbers.
- 2.12 The Town's Masterplan includes "Creating a new heart for Hartlepool" and the council secured £25m under the government's Town Deal programme as part of a transformational programme of change. In 2023 delivery began on five high profile, place-making capital projects including restoring the derelict former Wesley Chapel into high end boutique hospitality accommodation, and developing two new academic facilities to develop health & care and civil engineering skills.

- 2.13 Proposals to Reimagine Middleton Grange Shopping Centre and create town centre multi-functional spaces are in development. Further improvement of the impressive waterfront began in 2023 with completion of a new fully accessible footpath and cycle route between Seaton Carew and the waterfront to contribute to tourism and visitor development. These projects are all due for completion by early 2026.
- 2.14 The council is continuing the re-development of the Hartlepool Waterfront and in 2025 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.
- 2.15 In 2023 the council was successful in securing £16.5m from the governments Department for Levelling Up Housing and Communities through the Levelling Up Fund Round 2 investment with an additional £2m from TVCA to develop a Screen Industries Production Village, complementing the opening of the Northern Film Studios in partnership with the Northern School of Art. The village will see the restoration of the Grade II listed Shades Hotel and other heritage assets to create high end pre and post production space. 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.
- 2.16 In terms of connectivity, the project to reinstate Platform 2 and improve and expand rail facilities at Hartlepool Station progress at pace with a new platform to complete and open in 2023, followed by a new entrance and exit to the Waterfront to follow later in the year. The scheme led by Network Rails includes 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

- 2.17 The proportion of economically active people in Hartlepool has increased this year by 0.8% to 73.9% in comparison to last year (73.1%), conversely, economic inactivity and workless households decreased (table3). This is positive development for the borough regardless that it still performs lower in comparison to regional and national rates.

Table 3: Labour Supply

Area	Economically Active (16+ years)		Economically Inactive (16+ years)		Unemployed (16+ years)		Workless Households	
	Number	%	Number	%	Number	%	Number	%
Darlington	53,600	80.2	12,700	19.8	1,900	3.5	5,000	14.8
Hartlepool	43,400	73.9	14,900	26.1	2,200	5.1	5,500	19.1
Middlesbrough	63,900	71.9	24,500	28.1	3,200	5.0	10,100	24.2
Redcar & Cleveland	58,800	72.1	22,100	27.9	2,300	3.9	8,100	21.1
Stockton	93,600	75.6	29,400	24.4	3,800	4	10,100	17
Tees Valley	313,300	74.6	103,600	25.3	13,400	4.3	38,800	19.
North East	-	74.0	-	26.0	-	4.3	162,800	19.7
Great Britain	-	78.4	-	21.6	-	3.6	2,858,400	13.9

Source: NOMIS, Official Labour Market Statistics 2023, ONS (numbers are for those aged 16 and over, % are for those aged 16-64)

2.18 Table 4 illustrates the breakdown of percentage of working age population (16-64 years) in employment by main occupation groups. At 16.8%, 'Professional occupations' still constitute the highest socio-economic class in Hartlepool and 'Managers, directors, senior officials' constitute the least at 5.6%.

2.19 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	9.6	5.6	4.4	8.1	10.6	6.58	8.3	10.8
Professional occupations	26.4	16.8	20.2	19.1	17.1	17.96	20.5	26.3
Associate professional & technical	12.4	11.9	10.0	15.0	12.1	14.14	13.4	14.2
Administrative and secretarial occupations	12.9	10.8	7.9	9.1	12.5	9.74	10.2	9.6
Skilled trades occupations	5.3	9.8	8.6	10.1	9.5	9.9	10.7	9.0

Caring, leisure & other	9.0	8.7	13.9	10.6	12.9	10.78	9.9	8.1
Sales and customer service occupations	7.0	8.7	5.6	6.9	7.2	8.2	7.9	6.3
Process plant and machine operatives	6.1	13.2	12.3	9.0	6.6	8.2	7.6	5.8
Elementary occupations	10.6	13.6	16.7	11.6	10.5	13.74	11.0	9.6

Source: NOMIS, Official Labour Market Statistics, 2023

2.20 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	2019 Claimant Rate	2020 Claimant Rate	2021 Claimant Rate	2022 Claimant Rate	2023 Claimant Rate
Darlington	4.5	6.9	5.8	4.4	4.3
Hartlepool	5.9	8.5	6.8	5.1	5.1
Middlesbrough	5.7	10.2	8.5	6.0	5.9
Redcar & Cleveland	4.2	7.2	5.7	4.1	4.0
Stockton	4.0	6.9	5.4	4.2	4.0
Tees Valley Average	4.9	7.9	6.4	4.8	4.7
North East	4.3	7.2	5.7	4.1	4.1
Great Britain	2.8	6.3	5.0	3.7	3.7

Source: NOMIS, Official Labour Market Statistics, 2023

Health

2.21 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.

2.22 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.

2.23 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

2.24 This year the ONS did not release qualifications statistics hence table 6 shows last year's information. 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
Hartlepool	86.2	75.3	56.4	30.2	6.1	7.6
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
Tees Valley	86.8	75.9	55.6	33.3	6.4	6.8
North East	85.0	75.0	54.6	34.5	6.9	8.2
Great Britain	87.0	78.1	61.5	43.6	5.9	6.6

Source: NOMIS, Official Labour Market Statistics, 2022.

Housing

Strategic Housing Market Assessment (2015)

2.25 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
Total	11.3	29.2	43.6	12.8	3.1	100

Source: Hartlepool Strategic Housing Market Assessment (2015)

2.26 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.

2.27 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.

2.28 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	277,995	161,497	119,553	88,417	158,800	129.2
Hartlepool	235,644	137,084	96,225	68,986	133,833	134.9
Middlesbrough	249,158	140,511	98,673	74,843	139,121	129
Redcar	250,368	152,038	113,900	72,583	153,427	131.6
Stockton	269,521	152,324	117,416	88,572	165,788	133.6
North East	268,524	156,974	122,488	98,086	153,342	130.9
National	478,355	289,858	243,944	246,958	301,487	148.6

Source: Land Registry (<http://landregistry.data.gov.uk/app/ukhpi>), March 2023

2.29 Table 8 shows house prices and House Price Index (HPI) for the five local authorities in the Tees Valley as well as regional and national (i.e. England). 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). There is a notable increase across the board for all house types.

- 2.30 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.
- 2.31 The HPI for Hartlepool has continued to increase for the fourth year running and is still the highest HPI in the sub region (table 8). In comparison to last year, average prices have increased for all house types.

Community Safety

- 2.32 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.
- 2.33 Total recorded crime in Hartlepool has increased by 17.6% this year in comparison to last year shoplifting and vehicle crime 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, sexual offences, violence against the person and robbery (Table 9).

Table 9: Notifiable offences recorded by the police 2022/23

	Crime Type	2021/22	2022/23	Change number)	Change (%)
Publicly Reported Crime (Victim Based Crime)	Violence against the person	9777	11393	1616	16.5
	Homicide	0	4	4	n/a
	Death/serious injury by driving	4	3	-1	-25.0
	Violence with injury	1080	1225	145	13.4
	Violence without injury	1669	1926	257	15.4
	Stalking and Harassment	1869	2314	445	23.8
	Sexual Offences	376	398	22	5.9
	Rape	147	141	-6	-4.1
	Other sexual offences	229	257	28	12.2
	Robbery	92	106	14	15.2
	Business robbery	14	11	-3	-21.4
	Personal robbery	78	95	17	21.8
	Acquisitive Crime	3266	3840	574	17.6
	Burglary – residential	557	686	129	23.2
	Burglary – business & community	192	143	-49	-25.5
	Bicycle Theft	132	114	-18	-13.6
	Theft from the Person	37	67	30	81.1
	Vehicle Crime (Inc Inter.)	450	609	159	35.3
	Shoplifting	982	1331	349	35.5

	Other Theft	916	890	-26	-2.8
	Criminal Damage & Arson	1421	1577	156	11.0
	Public Order Offences	1245	1675	430	34.5
Police Generated Offences (Non - Victim Based Crime)	Drug Offences	368	355	-13	-3.5
	Trafficking of drugs	112	102	-10	-8.9
	Possession/Use of drugs	256	253	-3	-1.2
	Possession of Weapons	96	107	11	11.5
	Misc. Crimes Against Society	360	404	44	12.2
TOTAL RECORDED CRIME IN HARTLEPOOL		11847	13934	2087	17.6

Source Community Safety, Hartlepool Borough Council.

The Environment

2.34 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

2.35 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

2.36 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

- 2.37 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.
- 2.38 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).
- 2.39 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

- 2.40 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

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

Culture and Leisure

2.42 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

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

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.

2.44 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.

- 2.45 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.
- 2.46 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.
- 2.47 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 4th 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

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

Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
<p>The effectiveness of the primary policies in relation to the vision and objectives of the Local Plan will be assessed in the Authorities Monitoring Report and where necessary reviewed. The Local Plan may be reviewed in the following circumstances:</p> <p>A further review of the Community Strategy</p> <p>A significant amendment to the council's corporate vision</p> <p>Policies failing against the monitoring framework associated with the Local Plan – this may trigger a partial review of a particular area of the plan.</p>	

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 1st 2016. A comparison will be made between the measured actual effects of policies, baseline information and predicted effects as outlined in the Sustainability Appraisal of the Local Plan policies. This comparison will form the basis of how the policies are performing. Targets and indicators to measure policy performance have been chosen in-line with the adopted monitoring framework as outlined in appendix 12 of the Local Plan.
- 4.2 The 2012 Regulations⁷ outline the minimum information to be contained in the AMR and these will all be reported accordingly. Specifically, Local Planning Authorities (LPAs) are required to provide information on annual numbers of net additional dwellings, net affordable dwellings as specified in any Local Plan policy within the monitoring period and since the date the policy was first published, adopted or approved. In this instance the reporting base will be from 1st April 2016. It is impractical to assess every single policy of the Local Plan hence policies will be grouped according to the main objectives of the Local Plan.
- 4.3 This section therefore considers the vision, objectives of the 2018 Local Plan, the policies (see appendix 1) relating to these objectives and some

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

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.”

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

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

'Hartlepool's Ambition' Themes	Spatial Objectives for the Local Plan	Local Plan Policies	Core Output Indicators & Targets (if set)
Jobs and the Economy, Lifelong Learning and Skills.	<ol style="list-style-type: none"> 1. To diversify the economic base of Hartlepool and promote an entrepreneurial culture to create more employment opportunities for local people. 2. To develop Hartlepool as a destination of choice for inward investment. 3. To enhance the tourism offer. 4. To support the development of educational and training facilities that will develop a skilled workforce. 	LS1, INF1, INF2, INF5, CC3, HSG3-8, EMP1, EMP2, EMP3, EMP4, EMP5, RC1 – RC21, NE1, NE2, LT1, LT2, LT3, LT4, LT5, LT6, RUR5	<p>Targets:</p> <ul style="list-style-type: none"> - 1950m² of retail/community floorspace - Create 4350 net new jobs (290 jobs/annum) <p>Core Output Indicators</p> <p>LE1: Total gross amount of additional employment floor space by use class (B1/B2/B8)</p> <p>LE2: Total gross amount of employment floor space lost to non-employment developments</p> <p>LE3: Amount of employment land developed by type (Brownfield or Greenfield)</p> <p>LE4: Available employment land (ha)</p>

	<p>5. To facilitate development in the key investment areas in the borough.</p> <p>6. To continue to protect and enhance the vitality and viability of the Town Centre.</p>		<p>LE5: Vacancy rates in the Town Centre (number and gross floor space area of empty units)</p> <p>LE6: Number, Type &, Location of permitted applications for tourism/leisure/educational/training facilities</p> <p>LE7: Completed gross floorspace or area for tourism/leisure/educational/training facilities</p>
<p>Strengthening Communities, Community Safety, Housing, Health and Wellbeing</p>	<p>7. To make Hartlepool a safer place by reducing crime and the fear of crime and anti-social behaviour.</p> <p>8. To support growth in the housing sector and improve the choice, quality and affordability of all types and tenures of housing.</p> <p>9. To strengthen social cohesion and reduce inequalities by protecting and encouraging access to local facilities.</p> <p>10. To encourage healthier and more sustainable lifestyles.</p>	<p>INF3, INF4, QP3, QP4, QP5, HSG1-13, NE1, NE2, NE3, NE5, NE6</p>	<p>Targets:</p> <ul style="list-style-type: none"> - 6150 new dwellings (410/annum) - Of which 74/annum should be affordable and 65/annum should be from HMR sites <p>Core Output Indicators</p> <p>H1: Housing delivery (and demolitions) at HMR sites</p> <ul style="list-style-type: none"> - 1a: Number of new dwellings on HMR Sites - 1b: Number of Demolitions on HMR sites - 1c Net dwellings delivered on HMR sites <p>H2: Annual Net Housing Delivery (excludes demolitions and replacements on HMR sites)</p> <ul style="list-style-type: none"> - 2a:net delivery in previous years - 2b:net additional for the reporting year - 2c:Housing delivery target - 2d Actual Net Delivery (per reporting year) - 2e Cumulative Delivery (over Local Plan period) <p>H3: Number and types of affordable dwellings delivered</p> <p>H4: Housing types completed</p>

<p>Environment (excluding Transport) Culture and Leisure</p>	<p>11. To protect, promote and enhance the quality and distinctiveness of the borough's natural, rural and built environment. 12. To protect and enhance the borough's unique <i>historic environment</i>, cultural heritage and coastline. 13. To reduce the causes and minimise the impacts of climate change. 14. To maximise the re-use of previously developed land and buildings. 15. To reduce the causes and minimise impacts of climate change in particular through the delivery of renewable and low carbon energy development. To provide a safe, attractive and well-designed environment.</p>	<p>LS1, CC1, CC2, CC3, CC4, CC5, QP4, QP7, HSG3, NE1, NE2, NE3, NE4, NE5, NE6, EMP6, RUR1, LT2, LT3, HE1, HE2, HE3, HE4, HE5, HE6, HE7</p>	<p>E1: Changes to sites designated for conservation as a result of planning permissions (i.e. international sites, national sites and local wildlife sites) E2: Quantity & type of green infrastructure gained/enhanced/lost through planning permissions (ha) E3: Amount of wildlife habitat lost/gained as a result of planning permissions (ha) E4: Amount of ancient woodland habitat lost/gained as a result of planning permissions (ha) E5: Amount of priority species lost/gained as a result of planning permissions (ha/number) E6: Amount of municipal waste arising and % recycled E7: Number and capacity of permitted and installed renewable energy developments E8: Number of approved planning applications in rural areas E9: Types of approved developments in rural areas E10: Number of locally listed buildings and structures E11: Number of locally listed buildings /structures at risk E12: Number of conservation area appraisals taken</p>
<p>Environment (Transport)</p>	<p>16. To ensure the provision of a safe, efficient and sustainable transport network, accessible to all. 17. To strengthen transport links with the Tees Valley sub-region, region and beyond.</p>	<p>LS1, INF1, INF2</p>	<p>T1: Number & lengths of roads created/ improved to reduce congestion T2: Number & lengths of cycleways created, improved or lost T3: Number, Types & lengths of public walkways and coastal routes created, diverted improved or lost</p>

Source: Hartlepool Local Plan 2018 – 1st three columns.

4.4 The core output indicators and set targets have been selected to ensure they follow the SMART principle i.e. they are Specific, Measurable, Achievable 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 council adopted the Targeted Training and Employment Charter in 2007. The Charter considered education and employment levels in the borough and discussed actions that would seek to bring more people into employment. At the time there were insufficient training opportunities either in educational establishments or apprenticeships within the development industry and this lead to a shortage of a skilled workforce in Hartlepool.

- 4.10 To address the skills shortage The Charter allows the council to incorporate training and employment matters into development proposals and local plan policy QP1 (Planning Obligations) enshrines this requirement within planning policy.
- 4.11 On many proposals the council has required developers to sign up to a training and employment charter that would ensure that the development undertakes steps to ensure local people are employed. These charters are secured via a section 106 legal agreement and monitored by Planning Services and Economic Development.
- 4.12 In light of the increase in opportunities within educational establishments and apprenticeships schemes, it is considered that gap in upskilling residents has been somewhat filled by the industry and thus the training and employment charters are no longer as relevant. Planning Services will continue to promote these within legal agreements and work with developers to ensure coherence with developers own policies.
- 4.13 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.
- 4.14 Table 13 shows the sites allocated for employment (industrial) and also shows employment land uptake rate. There has been no employment land uptake this year therefore the available employment land remains the same as last year which 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.

Table 13: Available allocated employment land 2022/23

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
Philiphs 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
Total Area (ha)				904.8	493.9	215.7	195.2

Source: Hartlepool Borough Council 2023

4.15 Notable this year within allocated industrial areas are the following developments:

- A total of 2,419.56m² floorspace take up on built up premises with new businesses moving mainly into Queensmeadow, policy *EMP2*.
- A total of 2,698.58m² 3 floorspace was lost on built up premises becoming vacant. The affected sites were mainly Queens Meadow (*EMP2*), Longhill & Sandgate (*EMP3b*).
- There was no take up of allocated employment land therefore available employment land remains the same as last year i.e. 195.2ha (table 13)

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

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

Table 14: Completed Employment Floorspace 2022/23

	E(g)(i)	B2	B8	Other	Total
LE1: Gross additional employment floor space (m²)					
Former Edgar Philips Building (Scott Building) Lynn Street	56.2	0	0	913.3	969.5
LE2: Gross employment floor space lost (m²)					
	0	0	0	0	0
LE3: Total amount of employment land developed by type					
Greenfield (m ²)	0	0	0	0	0
Brownfield (m ²)	0	0	0	0	0
LE4: Available employment land (ha) = *195.2 – 0 (total lost) = 195.2					

*Available employment land as at Table 13

Source: Hartlepool Borough Council 2023

- 4.17 There has been no employment land uptake or loss from allocated industrial areas for employment use this year hence available employment land remains the same as last year. However, table 14 shows a total of 969.5m² gross additional employment floor space from completion of two studios, two seminar rooms, office space and workshop space at the Former Edgar Philips Building on Lynn Street.
- 4.18 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.
- 4.19 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 on Tees Borough Council (who jointly produced the Masterplan) in late 2019.
- 4.20 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

4.21 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 in September 2020, they can be accessed on the following link:

https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use

4.22 Information on vacancy rates provides a useful indication of the viability of the town centre. Each year the council carries out a retail and commercial uses survey around March/April time covering all allocated retail areas, commercial areas and any other uses in the borough. The result from the annual survey is used to monitor business activity in the borough. 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 2022/23.

	2018/19	2019/20	2020/21	2021/22	2022/23
Total number of retail units	476	478	478	477	476
Total number of vacant units	103	102	113	111	106
Vacancy Rate (%)	21.6	21.3	23.6	23.3	22.3
Total Floor Space (m ²)	139,241	138,963	138,963	138,893.9	136,710.41
Vacant Floor Space (m ²)	20,809	20,910	21,055	22,347.7	22,619.4
Vacancy Rate (%)	14.9	15	15.2	16.1	16.5

Source: Hartlepool Borough Council, Annual Retail and Commercial Uses Survey, March 2022/23.

- 4.23 The vacancy rate in terms of floorspace has increased again this year to 16.5% from 16.1% 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. H&M clothing store closed doors and lays vacant at the time of writing this report.
- 4.24 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 continued increase in the vacancy rates points that the retail sector still 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.
- 4.25 Retail policies continue to perform 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 and are in accordance to the retail policies. There is no evident diversion of policy performance.
- 4.26 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 update any of the town centre retail policies.

Tourism and Leisure Policies Assessment

- 4.27 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.
- 4.28 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.

Table 16: Planning permissions granted for tourism, leisure, education and training developments 2022/2023.

General Location	Site / Location	Development	Development progress
Town Centre	85 Scarborough Street	H/2022/0283 Change of use of building to mixed use (Sui generis) for bar/cafe at ground and basement level, with function room at first floor including a first floor rear balcony	Started
Edge of town centre	-	None	-
Other Urban areas	Land to the south of Golden Flatts	H/2022/0168 Hybrid planning application for the erection of a SEN school (in outline, all matters reserved except access), and installation of access road (in detail)	Not started
	Seymour Skills Academy Brenda Road	H/2022/0284 Expansion of facilities at existing skills academy including provision of modular class rooms, offices, welfare facilities, tele handling tower, temporary timber framed bungalows (for training purposes), alterations to internal roads layout and car	Unknown
	Land East of Poppy Close	H/2022/0172 Erection of public house (sui generis) and hotel (use class C1) with associated parking, landscaping and infrastructure	Not started
	Wilton Grange 187	H/2022/0276 Change of use to hotel use with restaurant and bar areas, single storey extension, new car parking layout with retained vehicular access point, new pedestrian access, internal and external repair and tree management (part retrospective)	Unknown
	18,25 Rubicon Pastimes The Front	H/2022/0194 Change of use of first floor from a nightclub (Sui Generis use class) and residential flat (C3 use class) to restaurant/bar with live music venue (Sui Generis use class); and installation of an entrance feature and alterations to the first floor front elevation	Unknown
Marina area	Former Jackson's landing	H/2022/0082 Erection of leisure and community building including swimming pools, fitness suites, studios, cafe and ancillary spaces. External landscaping including public events space, car parking, vehicle drop off/collection and infrastructure improvements	Not started
Headland	-	None.	-
Seaton Carew	-	None.	-
-Countryside/Rural Area	Dalton Piercy	H/2021/0469	unknown

		Erection of barn to use in conjunction with an existing established donkey hire business, and installation of residential mobile chalet (for a period of 3 years)	
--	--	---	--

Source: Hartlepool Borough Council, Development Control, approved planning permissions 2022/23

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

4.29 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.

- 4.30 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
Baseline Housing Target	410 per annum	Hartlepool Borough Council Local Plan
Phased Delivery Target for the reporting year	400 per annum	Table 7 of the Hartlepool Local Plan and Hartlepool Borough Council Local Plan Housing Delivery Report (2020)
Revised Delivery Target	457 per annum	Table 2 of the Housing Delivery Report and 5 year housing land supply

Source: Hartlepool Borough Council 2018 Local Plan.

- 4.31 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.

- 4.32 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.

4.33 Table 18 shows that there has been no housing delivery or demolitions on HMR sites since the adoption of the Local Plan in 2018. However, building of bungalows at the Carr/Hopps HMR site has resumed at the time of writing this report.

Table 18: Housing delivery and demolitions at HMR sites 2022/23.

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)
Core Output Indicator H2		2018/19	2019/20	2020/21	2021/22	2022/23
H2a	Net additional dwellings in previous years	371	254	161	None	
H2b	Net additional dwellings for the reporting year					507
H2c	Housing delivery target (Local Plan)	350	350	350	400	400
H2d	Actual net Delivery (per reporting year)	+21	-96	-189	-49	+107
H2e	Cumulative Delivery (over Local Plan period)	-64	-160	-349	-398	-291

Source: Hartlepool Borough Council 2023.

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.

Source: Hartlepool Borough Council 2023; NB: In relation to actual and cumulative delivery + denotes above target delivery and – (minus) under delivery.

4.34 In 2022/23 there is a net delivery of 507 dwellings (i.e. 494 new builds and 13 change of use). The net delivery is higher than last year and is also above both the baseline housing target of 400 and the revised target of 457 dwellings/annum. It is also above the Objectively Assessed Need (OAN) of 287 dwellings/annum and this is notably positive development this year.

4.35 House building rate continued to increase this year with delivery mainly from large sites. The new build completions this year were mainly from existing Wynyard housing development sites, Upper Warren, Marine Point and Quarry Farm 2. In addition to the ongoing building progress on various housing sites, this year there is a record total of 646 new starts (i.e. 634

new build, 12 change of use) 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. 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.⁸

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

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

4.36 Affordable housing is defined as follows:

- *Social rented homes* are owned by either local authorities or re 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).

4.37 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.

⁸ https://www.hartlepool.gov.uk/downloads/file/6587/2020_housing_review_and_5yhls_report.

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

Year	Type			
	Social rent	Intermediate tenure Shared Ownership	Affordable rent	Total
2022/2023	0	33	63	96
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

Source: Hartlepool Borough Council, March 2023.

4.38 Table 20 shows that this year there is a total of 96 completed affordable homes (all new builds). This is above the Local Plan target 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.

4.39 A total of £594,000 S106 funds was received for offsite affordable housing this year (appendix 5) and all of it was allocated to refurbishing and purchase of affordable homes. It is anticipated there will be more delivery of affordable homes mainly from Upper Warren building site.

Table 21: Housing Types completed (Indicator H4).

Type		2018/19	2019/20	2020/21	2021/22	2022/23
Flat/apartment	gross	8	8	15	65	18
	% gross	2.1	3.1	8.9	18.5	3.6
Terraced house	Gross	103	41	27	12	44
	% gross	27.4	16.1	16.1	3.4	8.7
Semi-detached house	Gross	71	39	31	62	118
	% gross	18.9	15.3	18.5	17.7	23.3
Detached house	Gross	162	150	80	151	283
	% gross	43.1	58.8	47.6	43.0	55.8
Bungalow	Gross	32	17	15	61	44
	% gross	8.5	6.7	8.9	17.4	8.7

Source: Hartlepool Borough Council, 2023.

4.40 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 55.8%, detached houses still account for most dwelling types completed. The delivery of flats, terraced houses and bungalows is low. Delivery of bungalows is expected to increase next year since building of bungalows has commenced in the former garden centre in Tanfield Road (17 bungalows) and at the Carr/Hopps HMR site.

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)

- 4.41 The Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been de-designated by the Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP). It has been destroyed incrementally over several phases of Wynyard housing development. Some compensatory habitats were secured; however, the replacement habitats are not of a quality that will ever become a LWS. The habitat of the destroyed LWS

was Lowland Meadow which is a Priority habitat under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. A total of 2 ha has been lost from the national resource of this threatened habitat (table 22).

Table 22: Losses or additions to biodiversity habitat because of planning permissions 2022 to 2023.

		Loss	Addition/Gain	Net Total
Indicator E1,E3	International Sites	0	0	0
	National Sites	0	0	0
	Local wildlife sites (ha)	2.0	0	-2.0
Indicator E2	Quantity of Green Infrastructure (ha)	some*	some*	some*
	Type of Green Infrastructure	Arable Species-poor grassland; scrub unknown	Wild bird cover crops; copses; hedges; ponds; amenity grassland; formal planted beds	n/a
Indicator E4	Amount of ancient woodland (ha)	0	0**	0
Indicator E5	Type of priority species	None	none	none
	Amount/number of priority species	0	0	0

Source: Hartlepool Borough Council 2023

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

*N/B **Ancient Woodland is classed as irreplaceable so this figure is always zero.*

- 4.42 The quantity and type of green infrastructure lost or gained is not routinely measured or monitored, therefore no definitive measurement can be provided. However, the most frequently lost habitat types are Arable, Species-poor Grassland and Scrub. The habitats most frequently created as compensation are Amenity Grassland, Formal Planted Beds, Copses (native deciduous woodland), Hedges, Ponds and occasionally Wild Bird Cover Crops. When determining planning applications, the aim is to achieve 'No Net Loss' of biodiversity and some Biodiversity Gain.
- 4.43 Funding for green infrastructure is secured through S106 developer contributions from planning applications and this can be routinely measured. This year a total of £27,000.00 has been received and none was received for ecological mitigation (appendix 5). Appendix 6 shows signed S106 developer contributions during the year; £7,250 was secured for green infrastructure and £9,750 secured for ecological mitigation.
- 4.44 Ancient woodland is 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 feasible. This year there have been no recorded losses of ancient woodland because of approved planning applications.

- 4.45 Priority species are those listed as ‘of principal importance for the purpose of conserving biodiversity’ under the provisions of section 41 of the NERC Act. There are a total of 943 priority species, including algae, fungi, non-vascular and vascular plants, invertebrates, fish, amphibians, reptiles, birds and mammals.
- 4.46 It is not possible to understand losses and gains across all Priority Species because 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 minimise losses and secure gains. However, some Priority species are more frequently adversely impacted than others and the following are likely to be suffering long-term adverse impacts from development: brown hare, hedgehog, common toad, dingy skipper butterfly, wall butterfly and small skipper butterfly.
- 4.47 The suite of ground nesting arable birds (often referred to as ‘farmland birds’) are particularly vulnerable to development on Arable land. These include lapwing, skylark, meadow pipit and yellow wagtail, all of which are likely to be suffering long-term adverse impacts from development.
- 4.48 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 surveys. Instead, survey effort is focused on identifying the most important areas for biodiversity, often concentrating on legally protected species and NERC Act species. Absolute counts are rarely obtained unless legally 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
2022/23	1,888	23,985	nil	11,116	nil	36,989	30.1
2021/22	511.48	26,742.37	nil	12,892.90	nil	39,552.21	32.6
2020/21	643	26,307	nil	11,625	nil	38,575	30.1
2019/20	714.01	25,377.37	nil	13,217.08	nil	39,308.46	33.62
2018/19	172.61	26,952.91	nil	12,921.85	nil	39,765.64	32.5

2016/18	619.3	31,591.08	nil	14,313.85	nil	46,524.06	30.77
---------	-------	-----------	-----	-----------	-----	-----------	-------

Source: Hartlepool Borough Council, 2023.

4.49 According to table 23; the total amount of waste arising this year decreased in comparison to the previous year and recycled/composted waste decreased from 32.6% last year to 30.1% this year. However, the amount of landfill waste increased remarkably due to shutting down of the waste incinerator for maintenance during which time more waste was taken to landfill.

4.50 The council continues to communicate 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 2022/23.

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

Source: Hartlepool Borough Council approved planning permissions 2022/23

There were no renewable energy planning applications approved in the year (table 24)

Rural area Development Policies Assessment

E8: Number of approved planning applications in rural areas.

E9: Types of approved developments in rural areas.

4.51 The information shown on table 25 relates to planning applications approved for development on land outside the limits to development (urban fence and village envelopes). There is one approved developments this

year, as shown on table 25. The application is justified as it relates to existing rural donkey hire 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.

Table 25: Developments approved outside Limits to Development 2018-2023.

Developments Approved	2018/19	2019/20	2020/21	2021/22	2022/23
Agricultural buildings	0	0	0	1	0
New dwellings – no agricultural justification	0	0	0	0	0
New dwellings associated with agricultural existing developments	0	0	0	0	0
New dwellings associated with rural business developments	0	0	0	0	0
Extensions to existing dwellings	1	0	0	0	0
Temporary residence in connection with rural business	0	1	0	0	1 Installation of residential mobile chalet (for a period of 3 years) Dalton Piercy H/2021/0469
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	0	0	0	0
Extensions of gardens	0	0	0	0	0
Recreational and leisure uses	0	1	1	1	0
Extensions and other works relating to existing businesses	1	1	1	0	0
New buildings associated with business	1	0	0	1	1 Erection of barn to use in conjunction with an existing established donkey hire business Dalton Piercy H/2021/0469
Telecommunications development	0	0	0	0	0

Source: Hartlepool Borough Council, 2023

4.52 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 there is no need to amend 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.

4.53 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 2022/23.

	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, 2023.

4.54 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 26. 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.

- 4.55 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). Remedial works on the building have commenced and maintenance improvements are ongoing.
- 4.56 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.
- 4.57 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.
- 4.58 There were no conservation area appraisals this year i.e. Church Street, Headland, Park and Seaton Carew.

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

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

- 4.60 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).
- 4.61 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.
- 4.62 Hartlepool schemes currently being explored are as follows:
- Transport Interchange to Headland (LCWIP scheme via City Region Sustainable Travel Settlement funding).
 - Transport Interchange to Wolviston (LCWIP via CRSTS).
 - Marina to Seaton Promenade (Levelling Up Funding.
 - A689 to Summerhill (LUF).
 - A689/Victoria Road to Mill House area (LUF/MDC funding)
- 4.63 Changes to project management arrangements with TVCA and their appointed consultants WSP have delayed progression of these schemes to an extent, however work started to move forward later in the year. All schemes have undergone a design review as part of recent meetings, and the finalised designs are scheduled to be submitted to Active Travel England, which is a new statutory body that advises and approves such schemes.
- 4.64 The Transport Interchange to Headland scheme is expected to progress first, with consultation anticipated for late 2023. At the time of writing this report, the council, in partnership with TVCA opened a town centre cycling hub opened at 15 Church Street. The facility is operated by national cycling organisation Sustrans and offers cycle maintenance, training options, advice and guidance. New cycle lockers were also installed at the Central Community Hub in York Road to provide secure cycle parking facilities.
- 4.65 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.

Transport Policies Assessment: Walkways and Coastal Paths

- 4.66 The council will continue to improve access to the countryside and furniture within the countryside so that a more inclusive network will be available to a broader user base. This entails creation of new footpaths and improvement works to the network of existing footpaths. The enacted Marine and Coastal

Access Path Act 2009 placed a duty for a coastal path to be created along the whole of the English coastline. The first section of the England Coastal Path is in place between the North Gare car park at Seaton Carew and Sunderland. The council continues to support initiatives to extend the England Coastal Path southwards from its current terminus at North Gare car park. Table 28 shows developments in relation to Indicator T3.

Table 27: Roads and cycleways 2022/23.

			Created/New	Diverted	Extinguished	Improved
2022/23	Cycleways	Name	None	none	None	none
	Roads	Length(m)	None	none	None	none
2021/22	Cycleways	Name Length (m)	None	none	None	none
	Roads	Name Length (km)	None	none	None	none
2020/21	Cycleways	Name	A689 Cycleway/Walkway (east side) from Brenda Road roundabout to Windermere Road	none	None	A689 Cycleway/Walkway (west side) from Brenda Road roundabout to Burn Road roundabout
		Length (m)	300	none	None	1,180
	Roads	none	none	none	None	none
2019/2020	Cycleways	Name	None	none	None	1) A689 to Brenda Road cycleway/walkway upgrade 2) Bishop Cuthbert Access Improvements
		Length (m)	None	none	None	1) 1020 2) 2950
	Roads	None	None	none	None	none
2018/2019	Cycleways	Name	Brenda Road cycle lanes			NCN14 upgrade North Burn to Cowpen Bewley
		Length (m)	6 900			670
	Roads	None	None	none	None	none
		Length (m)	475 (Queens Meadow) 50 (Oakesway)			285
	Roads	None	None	none	none	none

Source: Hartlepool Borough Council, 2023.

4.67 Table 28 shows that 2.8 km of coastal paths, 0.69km of permissive paths and 1.26 km of public rights of way were improved this year. Only 0.45 km of public rights of ways were created. 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 the policy to be amended. 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 2022/23

Core Output Indicator T3						
	Type of Walkway	Created (km)	Diverted (km)	Extinguished (km)	Improved (km)	Locations of paths changed throughout the year
2022/23	Public Rights of Way	0.45	0	0	1.26	Thorn Tree Lane, Greatham Public Bridleway No 1a, Seaton Parish Public Footpath No.16, Hartlepool
	Permissive Paths	0	0	0	0.69	Brierton Lane to Summerhill Permissive Bridleway
	England Coast Paths	0	0	0	2.8	Hartlepool Golf Club Marine Point Spion Kop Cemetery to Marine Drive Yacht Club Seaton Common
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.11Seaton 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, 2023.

5. CONCLUSION AND RECOMMENDATIONS

- 5.1 The net total housing delivery this year is 507 dwellings (i.e. 494 new builds and 13 change of use). It is higher than last year, above the baseline housing target of 400, and also above the OAN of 287 dwellings/annum. The cumulative under-delivery decreased from minus 397 last year to minus 303 this year. The majority of house completions were mainly from existing large sites such as Wynyard, Upper Warren, Marine Point and Quarry Farm 2.
- 5.2 In addition to the ongoing building progress, this year there is a record total of 646 new starts (i.e. 634 new build, 12 change of use) mainly from Greenfield sites hence completions from these 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. It is therefore expected that housing delivery will increase next year and still meet the delivery target. As such, the annual target of 400 dwellings is, therefore, still considered to be an achievable figure and there is currently no need to revise it or any of the housing policies.
- 5.3 During the year, planning permissions for housing were granted for various small sites and large sites such as Land south of Golden Meadows in Seaton Lane (80 homes), Former Garden Centre in Tanfield Road (17 bungalows) and Former Wynyard House (12 bungalows). Building commenced at former Ewart Parsons Site in Seaton Lane with permission for 234 homes. In addition to the on-going house building progress, it is expected that a high number of house completions will be achieved next year.
- 5.4 A total of 96 completed affordable homes (all new builds) were delivered this year. This is above the Local Plan target of 74 affordable homes. 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. A total of £594,000 S106 funds was received for offsite affordable housing this year (appendix 5). Housing policies are continually being implemented in accordance with the Local plan. There is therefore no need to revise any of the housing policies or any of the housing target figures.
- 5.5 This year there is no net employment land uptake or loss of employment land from allocated industrial areas hence the available employment land remains the same as last year (i.e.195.2ha). However, there is a total of approximately 969.5m² gross additional employment floor space from

completion of two studios, two seminar rooms, office space and workshop space at the Former Edgar Philips Building on Lynn Street. There is no evident, unjustified diversion of employment policies hence there is currently no need to amend any of the employment policies.

- 5.6 Although lack of high quality shops and high vacancy rates in the town centre still remains a challenge, retail and commercial policies are still performing as expected. 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 with the retail and commercial policies. This indicates that appropriate planning permissions are being granted for town centre uses within the town centre and there is no evident policy diversion. There is therefore no need to amend any of the town centre retail and commercial policies as they continue being implemented.
- 5.7 Tourism policies within the Local Plan identify 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, apart from H/2022/0082 at the Marina (i.e. erection of leisure and community building including swimming pools, fitness suites, studios, cafe and ancillary spaces, external landscaping including public events space, car parking, vehicle drop off/collection and infrastructure improvements). Tourism policies continue to be implemented and there is currently no need for them to be updated.
- 5.8 This year there has been a total loss of 2ha of a Priority Habitat and the Local Wildlife Site (LWS) 'High Newton Hanzard Verges' has been de-designated by the Natural Assets Working Group of the Tees Valley Local Nature Partnership (TVLNP). It has been destroyed incrementally over several phases of Wynyard housing developments. Some compensatory habitats were secured although the replacement habitats are not of a quality that will ever become a LWS. There were no losses or gains in the total area of habitat in international or national designated sites. 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. Notwithstanding the above the natural environment policies are being implemented and there is currently no need to update them.
- 5.9 The total amount of waste arising this year decreased in comparison to the previous year and recycled/composted waste decreased from 32.6% last year to 30.1%. However, the amount of landfill waste increased remarkably due to shutting down of the waste incinerator for maintenance during which time more waste was taken to landfill. The council continues to communicate 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.

- 5.10 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. However, there were improvement works on 2.8 km of coastal paths, 0.69km of permissive paths and 1.26 km of public rights of way. Only 0.45 km of public rights of ways were created. No walkways or coastal paths have been extinguished for the past six years. Sustainable transport policy INF2 is being implemented and there is therefore no need to amend it or any of the sustainable transport policies. 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.
- 5.11 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

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

The Headland Neighbourhood Plan

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

https://www.hartlepool.gov.uk/downloads/download/106/04_headland_neighbourhood_plan

Wynyard Neighbourhood Plan

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

https://www.hartlepool.gov.uk/downloads/download/107/05_wynyard_neighbourhood_plan

Appendix 3: Duty to Cooperate

This section reflects the requirements of section 33A of the Planning and Compulsory Purchase Act 2004⁹ (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

⁹ PACA as updated by section 110 of the 2011 Localism Act

The Inspectors final report was received on the 13th April 2018 and the Local Plan was adopted by full council on the 22nd May 2018.

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

Co-operation Relating to the Evidence Base

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

Summary of Co-operation in Relation to the Local Plan

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

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

Appendix 4: Community Infrastructure Levy (CIL)

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

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

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

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

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

Appendix 5: Developer Contributions S106 received funds 2022/23

Type of contribution	Amount of money in £000s (thousands)				
	*Opening balance as at 1st April 2022	Amounts received in 2022/23	Subtotal revised balance	Amount spent	Forecast committed balance remaining as at 31st March 2023
Affordable Housing	0	594	594	594	0
Bus Stop	30	0	15 (adjusted)	15	0
Coastal	22	14	49 (adjusted)	11	38
Cycleways	219	513	732	0	732
Education	881	394	1,275	0	1,275
Ecological Mitigation	148	0	148	24	124
Green Infrastructure	180	27	207	29	178
Health	41	0	41	0	41
Highways	660	660	1,320	43	1,277
Maintenance	0	0	0	0	0
Offsite Recreational	157	35	192	38	154
Play	133	3	136	4	132
Public Art	5	0	5	0	5
Restoration-security bond	100	0	100	0	100
Sports	127	36	163	24	139
Traffic Calming	15	0	15	6	9
Total £000s	2,718	2,276	4,992	788	4,204

Source Hartlepool Borough Council, 2023

*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 2022/23

Application No	Date of Agreement	Type of Contribution						
		PP	GI	BS	TC	BG	PP	EC
H/2021/0395	06/01/2023	0	3,000	3,000	684.24	59.64	£0.00	3,000.00
H/2020/0262	25/08/2022	0	0	0			£0.00	2,500.00
H/2020/0300	10/06/2022	4,250	4,250	4,250	969.34	84.69	3,965.93	4,250.00
Total £		4,250	7,250	7,250	1,653.58	144.33	3,965.93	9,750.00

Source Hartlepool Borough Council, 2023.

GI - Green Infrastructure
 EC - Ecology
 BS – Built Sport facilities
 BG - Bowling Greens
 PP – Play Pitches
 TC- Tennis Courts
 TC - Tennis Courts

NEIGHBOURHOOD SERVICES COMMITTEE

5TH FEBRUARY 2024



Subject: PARKING TARIFF CHANGES

Report of: Assistant Director (Regulatory Services)

Decision Type: Non Key

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:

- that has an inclusive and growing economy.

2. PURPOSE OF REPORT

- 2.1 To consider amending the town centre parking charges and reducing the number of tariff options at different sites.

3. BACKGROUND

- 3.1 Hartlepool currently operates 12 different parking tariff rates across 23 separate off street car parks and on street town centre locations.
- 3.2 The variation in different tariff rates has been established in order to best serve the car park users and the facilities they require. As such, the car parks in and around Middleton Grange Shopping Centre have been priced in order to encourage a regular turnover of vehicles and consequently ensure there is convenient parking availability for shoppers which is close to the facilities they wish to use. A variety of relatively “short stay” and “express” tariffs also provide a convenient short stay / drop off option for car park users who require only a minimal stay and do not want to pay for an excessive parking period (short term appointments etc.).
- 3.3 Where parking is required “all day” (or for a significant period of the day), longer stay sites offer parking choice for commuters, students and visitors with options to pay a daily tariff rate or discounted contracted permit spaces where car park users require regular access. Such sites are generally further away

and on the fringe of the more popular commercial / shopping areas of the town centre.

- 3.4 Other more bespoke facilities (such as Mill House) have rates to best suit users of the nearby facilities.
- 3.5 The town centre parking tariffs have remained unchanged for more than 12 years with no additional inflationary increase applied throughout this period. This in part has been in recognition of the decreasing number of car park users, however the cost of running the service, maintaining the sites and the associated enforcement costs have increased considerably during this time.
- 3.6 A copy of the current parking tariffs and the locations where the various rates apply is shown in **Appendix A** of this report.

4. PROPOSALS / OPTIONS FOR CONSIDERATION

- 4.1 As a result of the increased costs of maintaining this service and in recognition that there has been no increase in parking tariffs for a number of years, it is proposed to increase the hourly parking charges at all the town centre parking sites by 10p.
- 4.2 This has however, also provided an opportunity for officers to examine existing usage of sites and re-evaluate the existing tariff options available to motorists. Hartlepool has an excessive amount of parking tariffs, which although providing choice, can also be confusing to motorists especially if they move from different car parks where different tariff charges apply. As a result it is intended to reduce the number of tariffs from 12 to 8. This will reflect a more consistent approach and align the tariffs to better reflect reflected use and demand.
- 4.3 The proposed new tariff rates are shown as **Appendix B** of this report but the changes are summarised as follows:

Tariff A – (predominately short to medium stay) offering a revised hourly parking charge for periods up to and including 5 hours. This is reflective of current usage and demand and the higher fee to park for periods above 5 hours will ensure a regular turnover and space availability for users.

Tariff B – (Predominantly long stay) and amalgamates the former bespoke tariff J which applied in the Multi Storey Car Park.

Tariff C – (specialist short stay) offering an express 30 min stay for short stay visits. The previous 1 hour charge has been removed but customers wishing to park for 2 hours can now do so for less than the previous charge that applied. Such changes would simplify and provide consistency to tariff charges at those sites affected.

Tariff D – (Mixed use) – this has been altered to align with other long stay sites but has retained a 90 minute payment option.

Tariff E – (short stay) – Mill House (short stay) and Andrew Street Car Park have both been set to offer a minimum 90 minute parking stay (reflective of popular demand) with options for a longer stay if service users require but to protect the site from commuters / students parking all day.

Tariff F – Includes an initial 30 mins free parking before charge applies.

Tariff G – (long stay) allows a long stay parking option and (as this site refers to the Transport Interchange) includes a popular 24 hour parking rate so vehicles can park for a number of days.

Tariff H – Parking tariff for Seaton Carew sites – As this charge was only recently amended and extended from the seasonal charge that previously applied, there are no proposed changes for this tariff.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	There are no risk implications with this proposal.
FINANCIAL CONSIDERATIONS	It is difficult to calculate the potential additional income this proposal may generate but has been estimated at £80K. Any additional income generated will be used to offset the budget shortfall predicted for this service area and will therefore partly help to address the Council's current financial position.
LEGAL CONSIDERATIONS	Amending the tariff charges will require changes to the existing Traffic Regulation Orders and would therefore be subject to the statutory legal process the local authority are required to follow.
CHILD AND FAMILY POVERTY	N/A
EQUALITY AND DIVERSITY CONSIDERATIONS	N/A
STAFF CONSIDERATIONS	There are no additional staff considerations as Council managed Off Street Car Parks and On Street parking areas are enforced by Civil Enforcement Officers.

ASSET MANAGEMENT CONSIDERATIONS	The surface car parks are an asset to the Council but require maintenance to an acceptable standard. The income generated provides a significant contribution to running of the service.
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	N/A
CONSULTATION	Any consultation will be part of the formal statutory process the local authority are required to comply with.

6. RECOMMENDATIONS

- 6.1 That Members note the reasons for the tariff charge review and approve the proposed revisions to the parking tariffs as shown in **Appendix B** of this report.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To help recover a significant shortfall in this service areas operational budget and help address the local authorities challenging short and medium term budget provision.

8. BACKGROUND PAPERS

- 8.1 There are no background papers for this report.

9. CONTACT OFFICERS

Tony Hanson
 Executive Director of Development, Neighbourhoods and Regulatory Services
 Civic Centre
 Victoria Road
 Hartlepool
 TS24 8AY
 Email sylvia.pinkney@hartlepool.gov.uk
 Tel: 01429 523315

Phil Hepburn
Community Safety Operations Manager
Civic Centre
Victoria Road
Hartlepool
TS24 8AY
Email philip.hepburn@hartlepool.gov.uk
Tel: 01429 523100

Sign Off:-

Managing Director	Date: 25/01/2024
Director of Finance, IT and Digital	Date: 25/01/2024
Director of Legal, Governance and HR	Date: 25/01/2024

CURRENT TARIFF STRUCTURES

LOCATION	Tariff	CHARGES	CHARGING HOURS	Qty
West Side North, West Side South , Waldon Street. SW, Waldon Street. NW, Waldon Street. SE, Waldon Street. NE, Park Road Open Market Back York Road Multi Storey Level 1 East, Multi Storey Level 1 West, Multi Storey Level 2, Basement South, Basement North, Shopping Centre Eastside, North, South, West	A	Up to 2hr – £1.00 / 3hrs - £2.10 / £2.80 – 4hrs / £3.50– 5hrs / £4.20 – 6hrs / £4.90 – 7 hrs / £5.60 – 10hrs	08.00 - 18.00 Mon to Sat	16
Whitby Street	B	30mins – 80p / 1hr – £1.10 / 2hrs - £1.50 / 10hrs - £5.60	08:00 – 18.00 Mon Sat	4
Roker Street North, Gainford Street Roker Street South	C	30mins – 50p / 1hr – 70p / 2hrs - £1.50 / 3hrs - £2.10 / 4hrs - £2.80 / 10hrs - £5.60	08.00 - 18.00 Mon to Sat	3
Mill House North	D	90mins – 80p / 2hrs - £1.50 / 3hrs £2.00 / 4hrs - £2.50 / 10hrs £5.60	08.00 - 18.00 Mon to Sat	1
Eden Street Tower Street East 1,2, / Tower Street West 1 , Mill House South,	E	2hr - £1.50 / 3hr - £2.00 / 10hrs - £2.50	08.00 - 18.00 Mon to Sat	5
Dover Street,	F	90mins – 80p / 2hrs – £1.50 / 3hrs - £2.00 / 10hrs - £2.50	08.00 - 18.00 Mon to Sat	1
Victoria Road Car Park	G	30 mins – 30p / 2 hour - £1 / 3hrs - £2.10 / £2.80 – 4hrs / £3.50– 5hrs / £4.20 – 6hrs / £4.90 – 7 hrs / £5.60 – 10hrs	08.00 - 18.00 Mon to Sat	1
Murray St	H	30 mins Free / 2hr - £1 / 3hrs - £2.10 / 10hrs - £5	08:00 – 18:00 Mon to Sat	1
Andrew Street	I	30p – 90mins	08.00 – 18.00 Mon Sat	1
Multi Storey Level 4 /Multi Storey Level 3 East, Multi Storey level 3 West,	J	Up to 2 hour - £1 / 3hrs £2.10 / 10 hrs - £2.50	08.00 – 18.00 Mon Sat	3
Transport Interchange 1, 2, 3, 4, 5,	K	User1 - 2hrs - £1.50 / 3hrs - £2.00 / 10hrs £2.50 User 2 - 24hrs £5.60 up to 7 x 24hrs	08. 00 – 24.00 Mon to Sun	5
Coronation Drive, Rocket House 1&2, Sea View 1&2&3&4&5&6, The Cliff 1&2&3&4&5, The Front 1&2&3	L	Up to 2 hours - £1.50 / £2 up to 4hrs / £4 all day	08. 00 – 18. 00 Mon-Sun	17
			Total	58

HARTLEPOOL TARIFF STRUCTURES 2024

LOCATION	Tariff	CHARGES	CHARGING HOURS	Qty
West Side North, West Side South , Waldon Street. SW, Waldon Street. NW, Waldon Street. SE, Park Road Open Market Back York Road Multi Storey Level 1 East, Multi Storey Level 1 West, Multi Storey Level 2, Basement South, Basement North, Shopping Centre Eastside, North, South, West	A	Up to 2hr – £1.10 / 3hrs - £2.20 / £2.90 – 4hrs / £3.60– 5hrs / £5.70 – 10hrs	08.00 - 18.00 Mon to Sat	16
Eden St, Tower St 1&2&3, Millhouse Long Stay, Multi lvl 3 1&2, Multi lvl 4	B	2hrs - £1.60 / 3hrs - £2.10 / 10 hrs £2.60	08.00 - 18.00 Mon to Sat	8
Victoria Rd, Roker St 1&2, Gainford St	C	30mins – 60p / 2hrs £1.10 / 3hrs £2.20 / 4hrs £2.90 / 10hrs - £5.70	08.00 - 18.00 Mon to Sat	4
Whitby St 1&2&3&4, Dover St	D	90mins – 90p / 2hrs £1.60 / 3hrs - £2.10 / 10hrs - £2.60	08.00 - 18.00 Mon to Sat	5
Andrew St, Millhouse Short Stay	E	90mins – 90p / 2hrs – £1.60 / 3hrs – £2.10 / 4hrs £2.90 / 10hrs £5.70	08.00 - 18.00 Mon to Sat	2
Murray Street	F	30mins free / 2hrs 60p / 3hrs £2.20 / 10hrs £5.70	08.00 - 18.00 Mon to Sat	1
Transport Interchange 1&2&3&4&5	G	User 1 – 2hrs - £1.60 / 3hrs £2.10 / 10hrs - £2.60 User 2 – 24hrs £5.70 up to 7x24hrs	08.00 - 24.00 Mon to Sun	5
Coronation Drive, Rocket House 1&2, Seaview 1&2&3&4&5&6, The Cliff 1&2&3&4&5, The Front 1&2&3	H	2hrs - £1.50 / 4hrs - £2 / £4 – all day	09.00 - 18.00 Mon to Sun	17
Total	8		Total	58

**NEIGHBOURHOOD SERVICES
COMMITTEE**
5TH FEBRUARY 2024



Subject: REMOVAL OF PARKING PROMOTIONS
Report of: Assistant Director (Regulatory Services)
Decision Type: Non-Key

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- that is sustainable, clean, safe and green.

2. PURPOSE OF REPORT

2.1 To consider the removal of a number of parking promotions that the Council has historically supported.

3. BACKGROUND

3.1 Car parking provision is rightly considered to be as an essential part of the local economy, supporting local businesses and providing available convenient customer parking within close proximity of facilities.

3.2 In Hartlepool, the parking tariffs have remained unchanged for a significant number of years and have been designed to support local businesses, encouraging vehicle turnover, and therefore availability for users, with sites located close to retail and commercial premises. A number of long stay parking options also offer all day parking provision for commuters, visitors and students at a discounted tariff to the prime commercial parking sites. However the cost of running the service, maintaining the sites and the associated enforcement costs have increased considerably during this time.

3.3 Historically the Council has provided support to three key parking promotions, however the budget challenges the local authority now faces has resulted in a review as to whether such ongoing support can continue.

- 3.4 The historical parking promotions include:
- Free Christmas Parking – every Saturday in December;
 - Free parking on Sundays (except Seaton Carew); and
 - Free parking after 3pm.

4. PROPOSALS/OPTIONS FOR CONSIDERATION

4.1 **Free Christmas Parking provision** – historically the Council have offered free parking on every Saturday during the month of December. Such a move was originally aimed at promoting local trade, boosting visitor numbers and encouraging residents to support the local economy. However, shopping trends have changed with much more reliance now on “online shopping”. This, and a general decline in car park users since Covid, has seen a noticeable decrease in town centre car park users. Although car park usage on the weekends in December is not expected to reach pre-Covid levels, they are still expected to be busier. Consequently reinstating the Pay and Display revenue over this 4 weekend period would generate additional income.

4.2 **Free parking on Sundays** – the Council’s current tariffs (except for Seaton Carew) only apply Monday – Saturday. Pre-covid, a number of retailers in the town centre opted to trade on a Sunday and the Council supported those retailers by continuing to provide free parking within the town centre surface car parks. Such a move was designed to assist and encourage a growing customer base. However shops trading on a Sunday is now minimal.

Historically imposing a Sunday parking charge was not deemed to be practical as the Council’s Civil Enforcement Officers did not routinely work Sunday’s meaning any enforcement would be impossible to manage. However a parking charge at Seaton Carew has been applicable for a number of years now and to facilitate this move, the officers shift patterns were amended to allow a seven day a week enforcement schedule. Therefore introducing a Sunday parking charge in the town centre car parks sites would replicate and provide consistency with those sites at Seaton Carew.

4.3 **Free parking after 3pm** – the Council currently offers free parking in a limited number of the town centre car parks, aimed at encouraging additional visitor numbers into the town during a particularly low trading period. This scheme was reintroduced in Feb 2023 after the temporary funding by the Tees Valley Combined Authority for the “first 3 hours free parking scheme” ceased. Although this is a particular quiet time, there is no evidence that this initiative brings in any additional car park users. It is likely that any increased vehicles numbers to the promotional sites are merely displaced from nearby chargeable sites.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	No relevant issues.
FINANCIAL CONSIDERATIONS	<p>There are no records of vehicle usage in the car parks on Sundays or payments in sites where parking is free after 3pm. Consequently it is difficult to predict additional revenue that the removal of both promotions would generate.</p> <p>As the local authority does not record usage numbers for the Christmas parking promotion, it is also difficult to accurately predict what additional income may be generated by reinstating the pay and display charge.</p> <p>Any additional income generated by the removal of the three subsidised parking promotion schemes will be used to offset the current budget shortfall for this particular service area.</p>
LEGAL CONSIDERATIONS	<p>Introducing a pay and display parking charge on a Sunday will require a formal change to the existing Off Street Traffic Regulation Order and would therefore be subject to the statutory legal process the local authority are required to follow.</p> <p>The removal of the Christmas promotion and free after 3pm promotions are operational decisions that require no formal legal advertising.</p> <p>Signage on site will need to be amended to reflect the appropriate terms of use for each site.</p>
CHILD AND FAMILY POVERTY	No relevant issues.
EQUALITY AND DIVERSITY CONSIDERATIONS	No relevant issues.
STAFF CONSIDERATIONS	There are no additional staff considerations as Council managed Off street Car Parks are enforced by Civil Enforcement Officers.
ASSET MANAGEMENT CONSIDERATIONS	The surface car parks are an asset to the Council and the income they generate provide a significant contribution to running of the service.

ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	No relevant issues.
CONSULTATION	Any consultation will be part of the formal statutory process the local authority are required to comply with.

6. RECOMMENDATIONS

6.1 That Members note the implications of withdrawing the three previously supported parking initiatives and approve:

- 1) The removal of the free parking every Saturday in December;
- 2) The removal of the free parking on a Sunday by extending the Traffic Regulation Order to include a seven day a week parking tariff; and
- 3) The removal of the “free after 3pm” parking tariff in selected car parks.

7. REASONS FOR RECOMMENDATIONS

7.1 To help recover a significant shortfall in this service areas operational budget and to further support the Council’s challenging financial position by addressing an existing budget pressure.

8. BACKGROUND PAPERS

8.1 None

9. CONTACT OFFICERS

Phil Hepburn
 Neighbourhood Services Department
parking@hartlepool.gov.uk
 01429 523100

Sign Off:-

Managing Director	Date: 24/01/2024
Director of Finance, IT and Digital	Date: 25/01/2024
Director of Legal, Governance and HR	Date: 25/01/2024