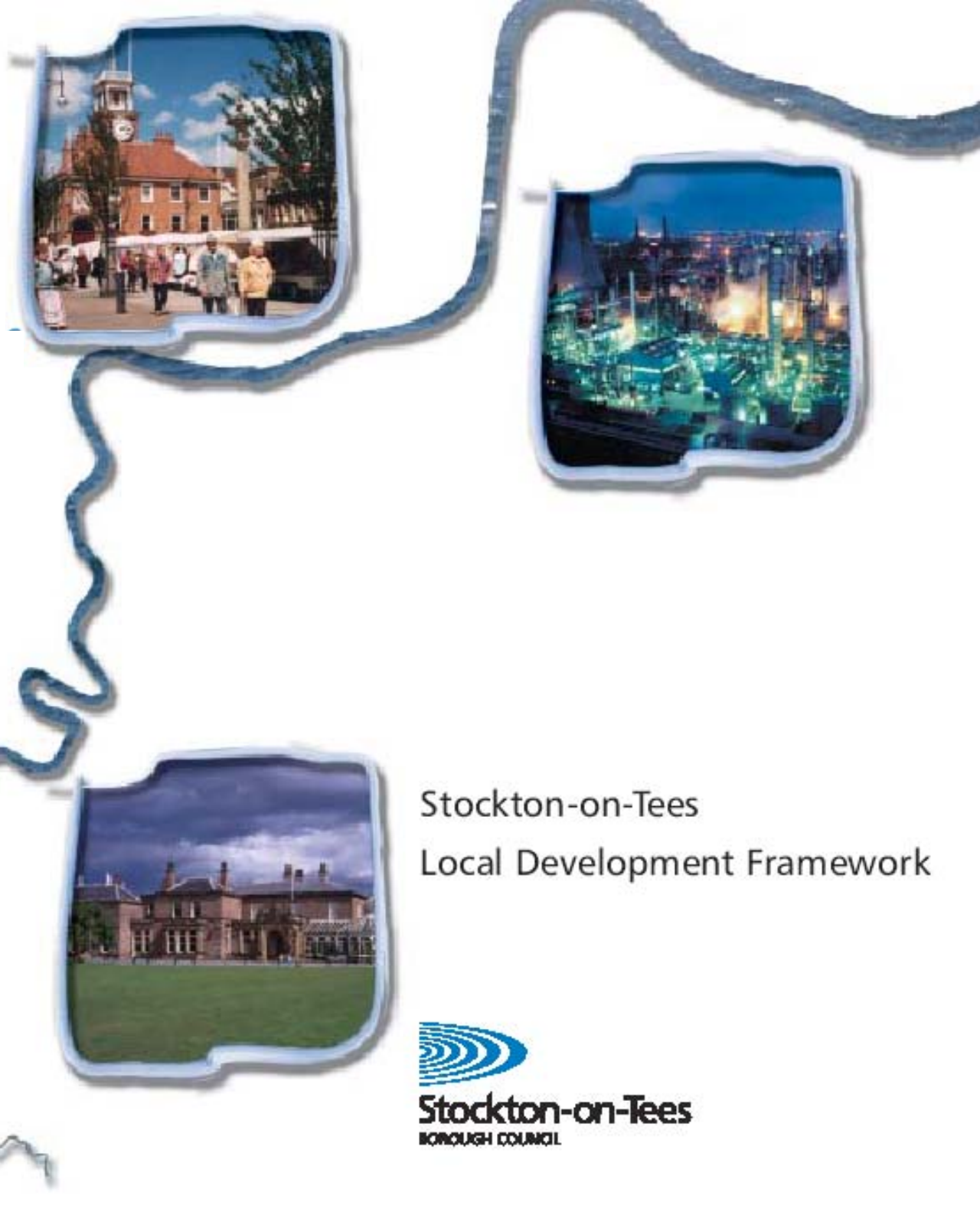


**Stockton-on-Tees Borough  
Annual Monitoring Report  
2006/2007**



**October 2007**

Stockton-on-Tees  
Local Development Framework



# 1. Introduction

This is the third Annual Monitoring Report (AMR) to be prepared under the Planning and Compulsory Purchase Act 2004, which introduced the new development plan, the Local Development Framework (LDF). Every local planning authority is required to submit an AMR by December each year. This report covers the period from the beginning of April 2006 until the end of March 2007. It contains information on the implementation of the Local Development Scheme<sup>1</sup> and the extent to which the policies set out in local development documents are being successful.

The AMR should:

- review progress in terms of local development documentation preparation against the timetable and milestones in the Local Development Scheme;
- assess the extent to which policies in the local development documents are being implemented;
- if policies are not being implemented, explain why and set out how implementation will take place, or whether the policy is to be amended or replaced.
- consider whether policies in the local development document need adjusting or replacing because they are not working as intended;
- consider whether the policies need changing to reflect changes in national or regional policy; and
- set out whether policies need to be amended or replaced.<sup>2</sup>

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<sup>1</sup> The Local Development Scheme is the Council's project plan, or timeframe, for the preparation of the development plan documents which will form part of the Local Development Framework.

<sup>2</sup> PPS12 and Local Development Framework Monitoring: A Good Practice Guide  
**Annual Monitoring Report 2006/07** November 2007

The first Development Plan Document will be the Core Strategy, which will be adopted in July 2009. Until then, the AMR will focus on the existing Local Plan. This has two main benefits:

1. The Council has time to create and modify monitoring practices and methods, which will prepare for the monitoring of the LDF.
2. Monitoring at this stage can create an evidence base from which to develop more relevant and sound policies for the LDF. Recent planning performance combined with the latest socio-economic information can achieve better spatial planning.

## Purpose and structure of this report

The preparation of this monitoring report will enable the Council to:

- Assess the Council's progress towards meeting the targets set out in the Local Development Scheme (Section 2).
- Set out and review the context for development planning in Stockton Borough (Section 3).
- Review changes/progress relating to the findings of the second AMR (Section 4).
- Monitor planning performance and predict future trends (Section 5).
- Identify any potential problems and ways in which to improve monitoring of sustainable planning in Stockton (Sections 6 and 7)

## 2. Implementation of the Local Development Scheme

The Local Development Scheme (LDS) is a management tool for the delivery of the LDF. All local authorities must list the documents they are preparing for the LDF process. Once the LDS is adopted and agreed with the Government Office, timetables should be adhered to, although revisions are acceptable to take into account new documents being written or unforeseeable factors affecting delivery time schedules. In order for the Council to undertake work on a Development Plan Document (DPD) or Supplementary Planning Document (SPD), they must be included in the approved LDS.

Following the adoption of the LDS in March 2006, the timetable for the production of documents within the Local Development Framework has been revised. With the agreement of Government Office North East, a revised timetable was brought into effect in March 2007. The timetable for the production of the Core Strategy and Regeneration DPDs was amended and a new Supplementary Planning document, the Greater North Shore Master Plan, was included. Delays in meeting the previous timetable were mainly due to:

- Staff loss/turnover and resource issues requiring the reprogramming of workloads
- Aligning consultation processes on different documents to coincide and thus reduce the potential for consultation fatigue

Progress on the preparation of LDF documents is set out in Tables 1a and 1b. Key milestones during 2006/07 have included the adoption of the following Supplementary Planning Documents:

- Boathouse Lane Planning and Design Brief in June 2006;
- Parking Provision in New Developments in November 2006;  
and
- Conservation and Historic Environment Folder (CaHEF) in January 2007.

## Consultation

The Core Strategy Issues and Options discussion document was agreed for consultation by full Council in March 06. The Issues and Options document was not site specific, but instead aimed to set the overarching strategy for sustainable development in the Borough up to 2021. Consultation on this paper was undertaken in May/June 2006, in accordance with the LDS. Consultation was also undertaken on the proposed Conservation and Historic Environment Folder SPD.

**Table 1a.** Progress of LDF Documents

LDF Document	Progress at March 2007		
Core Strategy	Initial consultation on Issues and Options	Consultation May/ June 2006	✓ ☺
Regeneration DPD	Initial consultation on Issues and Options	September 2007	🕒 ☺
Boathouse Lane Planning and Design Brief SPD	Adopted	June 2006	✓ ☺
Parking Provision for New Developments SPD	Adopted scheduled June 2006	November 2006	✗ ☹
Conservation and Historic Environment Folder SPD	Adoption October 2006	January 2007	⚡ ☺
Yarm and Eaglescliffe Area Action Plan	Issues and Options Consultation scheduled for April/May 2007		🕒 ☺
Joint Minerals and Waste Core Strategy DPD	Issues and Options Consultation scheduled for May/June 2007		🕒 ☺
Joint Minerals and Waste Site Allocations DPD	Issues and Options Consultation scheduled for May/June 2007		🕒 ☺
Planning Obligations SPD	Consultation scheduled for April/May 2007		🕒 ☺

**Key**

- Target date achieved ✓ ☺
- Progressing in line with target date 🕒 ☺
- Target date missed but achieved within 3 months ⚡ ☺
- Unlikely to achieve target date 🕒 ☹
- Target date missed ✗ ☹

**Table 1b.** Other LDF Documents as yet not commenced

LDF Document	Schedule of other Documents set out in the Revised LDS 2007
Environment DPD	Work is timetabled to commence in 2007
Residential Design Guide SPD	Work to commence 2008
Open Space and Landscaping DPD	Consultation period scheduled for 2008
Greater North Shore Master Plan	Consultation period scheduled for 2008

### 3. Context for the Monitoring Report

#### Drivers for change

The Borough of Stockton is a predominantly urban area within the Tees Valley conurbation, with a population of 189,100. The main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.

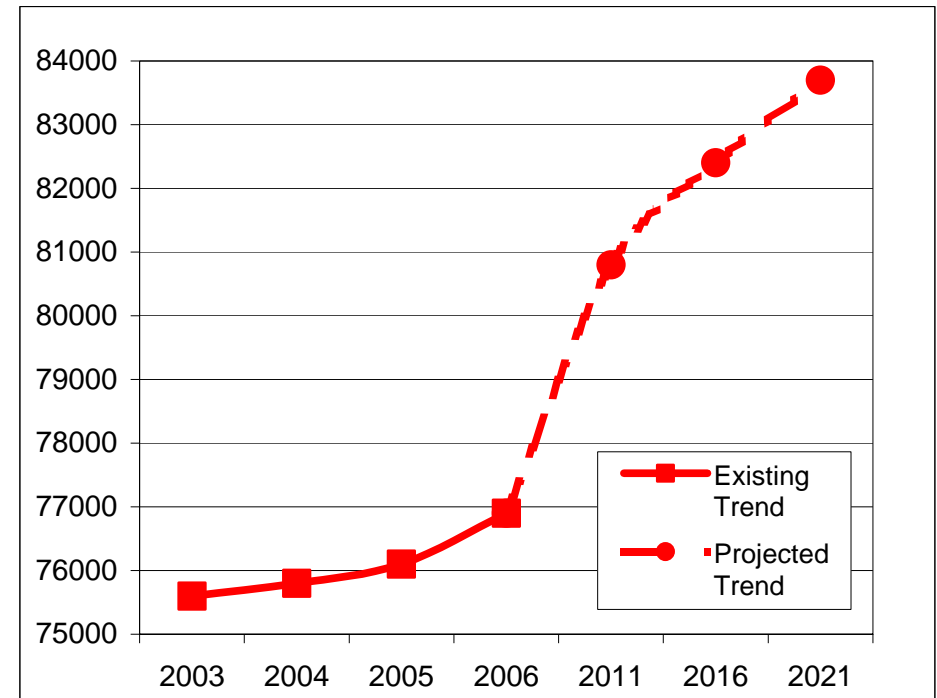
The Borough is served by two trunk roads – the A19 running north south, and the A66 running west east. Local rail links provide a service between Middlesbrough and Darlington, and also to Hartlepool and Newcastle to the north, and York to the south. Durham Tees Valley Airport straddles the border of Darlington and Stockton Boroughs.

The key drivers for change include:

- loss of traditional river-based manufacturing industries, giving rise to a wealth of previously developed land within urban areas, resulting in opportunities for redevelopment and regeneration;
- potential to create new jobs and attract significant investment in the chemical sector;
- lower than national average employment rates and low rates of new business start-ups;
- high retail vacancy rates in the town centres, combined with poor environments;
- pressure for greenfield development;
- imbalance of deprivation where areas of disadvantage are situated alongside areas of affluence with pockets of low demand for housing despite a general increase in house prices over the past few years;

- recent growth in population and a predicted rapid growth in the number of households within the Borough (Figure 1). This will result from increasing numbers of young people setting up on their own, an ageing population and fewer marriages. with more single households in the Stockton Borough. Population growth runs against the general trend within the core Tees Valley area (Table 2).

**Figure 1.** Projected growth in households within the Stockton Borough



(Tees Valley Joint Strategy Unit Data, 2005)

## The Strategic Planning Context

**Table 2.** General Stockton Statistics

Area	Population	% Change since 2001
Stockton Borough, 2006	189,100	+2.88 estimated
Tees Valley, 2006	657,400	+0.8 estimated

(Tees Valley Joint Strategy Unit Data, based on ONS 2006 mid-year population estimates.)

### National Planning Policy

Central to the Government's approach to the new development plan system are the requirements that Local Development Frameworks must be spatial rather than purely land use plans and that they should contribute towards delivering sustainable development. It aims to promote:

- social cohesion and inclusion (developing strong, vibrant and sustainable communities and promoting community cohesion in both rural and urban areas);
- the protection and enhancement of the environment (in both rural and urban areas);
- the prudent use of resources (using resources wisely and efficiently);
- sustainable economic development (promoting a strong, stable and productive economy and prosperity for all).

The other key change introduced by the new system is the creation of a direct linkage between regional and local planning policy.

### Regional Spatial Strategy

Regional Spatial Strategy provides the spatial strategy to inform the preparation of Local Development Frameworks and Local Transport

Plans, establishing a broad strategic approach for development and land use within the region. The existing Regional Spatial Strategy is RPG1 Regional Planning Guidance for the North East (2002). However, work is well advanced on a new Regional Spatial Strategy for the North East, 'View: Shaping the Northeast'. This was submitted to the Secretary of State in June 2005, and the Examination in Public took place in spring 2006. The report of the Panel of Inspectors was published in July 2006. The Secretary of State's Proposed Changes were published for consultation in May 2007. It is expected that any further changes proposed by the Secretary of State, as a result of the comments received, will be published for consultation early in 2008. Once finalised, the Regional Spatial Strategy will replace RPG 1 and the Tees Valley Structure Plan.

The draft Regional Spatial Strategy sets out the regional development and sustainability goals up until 2021. Once finalised, it will provide guidance on Stockton Borough's contribution towards the regeneration of the North East, for example in terms of the number of houses required, the amount of employment land to be developed and the broad locations for where these should be sited. The RSS will influence planning performance in Stockton, where policies require individual authorities to contribute to meeting regional planning targets. A separate AMR is prepared by the North East Assembly to assess the progress of the Regional Spatial Strategy in meeting its goals and objectives.

### Tees Valley Structure Plan

The Tees Valley Structure Plan remains in force until superseded by the Regional Spatial Strategy. This was adopted in February 2004, and is relatively up-to-date, in terms of identifying detailed development roles within the Tees Valley authorities up to 2016. It provides planning guidance for areas such as Durham Tees Valley Airport, which has emerged in recent years as a potential growth area for inward investment and consumer travel.

## **Stockton-on-Tees Local Plan**

The Stockton-on-Tees Local Plan was adopted in 1997. Setting out a framework for development up to 2006, it is nearing the end of its life. Many site-specific policies, particularly in relation to housing, have been fully implemented. A complete review of housing issues is required, which will be carried out in the context of Planning Policy Statement 3: Housing, and the emerging Regional Spatial Strategy. Issues which may need addressing include density of residential development, the provision of affordable housing and sustainable construction.

Some policies have already been reviewed and updated through Local Plan Alteration Number 1, which was adopted in March 2006. Retail policies, together with flooding and water quality issues have been brought up-to-date with revised planning policy guidance.

New initiatives which have emerged in recent years, are to be taken on board in the Local Development Framework. This includes the Stockton Middlesbrough Initiative, a joint venture between Stockton Borough Council and Middlesbrough Borough Council to regenerate the river corridor. A comprehensive Employment Land Study is also being undertaken, and this, together with proposals to implement the Stockton Middlesbrough Initiative will underpin a revision of economic/employment land policies. Both key issues will largely be subsumed with the Council's emerging Core Strategy and Regeneration Development Plan Documents.

## **Saved Policies**

When the legislation related to the new Local Development Framework was introduced, it was anticipated by the Government that policies under the new system would be in place within three years. That has not happened. Therefore, the Council has agreed with the Secretary of State which policies from the 1997 Local Plan should be to save so they can continue to be used to determine planning applications (until replaced by Local Development Framework

policies) and which are now obsolete and can be deleted. A similar exercise has been undertaken in respect of policies contained in the Tees Valley Structure Plan. A schedule of "Saved Policies" is attached as Appendix 1.



#### 4. Progress in relation to the key findings of the 2005/06 AMR

The key findings of the 2005/06 AMR were:

- continuing need to establish local indicators, with associated targets, in order to monitor the Local Development Framework;
- need to continue to improve existing and develop new monitoring systems, in order to meet the demands of the new planning system;
- completion of on-going studies is vital to establish a more comprehensive evidence base;
- the housing trajectory shows that Stockton Borough has adequate land supplies to meet the RSS Submission Draft/Proposed Changes recommendations for housing targets during the first part of the plan period, and beyond. Continuing to plan, monitor and manage housing development will be essential to considering future applications throughout the plan period. There is still room for improvement in the monitoring process.

In relation to the above, progress has been made as follows:

**Local Indicators:** Work has continued in developing local indicators which will be useful in monitoring the success of development plan policies, as set out in the implementation and monitoring section of the Preferred options for the Core Strategy. However, at this stage in the preparation of the LDF, it has not been possible to set targets. Potential local indicators relate to business development (employment land available by designation), and housing provision (size/type of new homes completed; net housing approvals)

**New and Better Monitoring Systems:** Monitoring systems continue to be developed and improved, particularly in relation to housing and employment data, to provide more reliable information and to ensure consistency with regional monitoring requirements.

**Development of the Evidence Base:** Several studies are underway to create a comprehensive evidence base. These include:

- State of the Environment Study – completed in 2006, with a Council Environment Policy adopted in March 2007
- Open Space Audit – the audit is now complete. Work is scheduled to begin on the second phase of the project, to produce local standards to be incorporated into a Supplementary Planning Document. For further information, please refer to Section 5.8, page 25. The remit of this SPD has been widened to include recreation facilities, in order to comply with guidance in PPG17.
- Employment Land Study – the investigation/audit of sites is now complete and wider public consultation took place in Autumn 2006. Stage 2 of the study, forecasting of employment land requirement, is due to be completed by the end of 2007.
- Local Housing Assessment – a study has been undertaken during spring/summer 2006 and the final report was published in December 2006. The Council is now required to carry out a Strategic Housing Market Assessment. This is being undertaken on a Tees Valley wide basis, as a joint study, due to be completed in spring 2008. A Strategic Housing Land Availability Assessment is also being carried out, also due for completion in spring 2008.
- Built Heritage Report – consultation was carried out in late spring 2006 on the Conservation Areas and Historic Environment Folder. A Supplementary Planning Document, the Conservation and Historic Environment folder, was adopted in January 2007.
- Strategic Flood Risk Assessment – a joint Strategic Flood Risk Assessment was commissioned by Stockton Borough in

conjunction with Middlesbrough and Redcar and Cleveland Boroughs. Findings of this study were published in February 2007.

- A Tees Valley Gypsy and Traveller Accommodation Assessment is due to report in March 2008.

### **Housing Trajectory:**

Careful monitoring of the granting of planning permission for housing, together with starts and completions, continues with increasing accuracy, particularly in relation to small sites. Improved monitoring systems, and on-going analysis of information is developing a better understanding of the timeframe for the implementation of permissions. This, together with detailed schedules for demolitions, is allowing the Council to more accurately develop its housing trajectory.

## 5. Output Indicators

Local Development Framework monitoring guidance includes a set of core indicators which local authorities are required to address in their AMR. To allow meaningful analysis, these indicators have to be collected within a consistent timeframe using a clearly identified set of definitions.

The output indicators<sup>3</sup> have been divided thematically, in accordance with the current Local Plan:

- Environment;
- Economy;
- Development;
- Transport.

SMART (Specific, Measurable, Achievable, Realistic, and Time-related) targets will be developed for the Local Development Framework through the production of Development Plan Documents and the Sustainability Appraisal process. The SA / SEA Scoping Report (July 2005) provides a realistic and robust evidence baseline monitoring system.

The following pages contain information to contribute to the necessary AMR core output indicators and other relevant monitoring data.

<sup>3</sup> Information assigned to the core output indicators relates to the monitoring period of 2005/06. Related performance text takes a wider view, looking at the implementation of Local Plan policies over the longer period since the Plan was adopted in 1997.

## Environment

### 5.1 Biodiversity

#### CORE INDICATOR:

#### Change in areas and populations of biodiversity importance

See tables 3 and 4

**Table 3:** Biodiversity priority species present in Stockton-on-Tees.

Priority BAP Species	Known population	Estimated changes
<b>Water Vole</b>	Scattered, small populations chiefly in urban areas. Have also been recorded on River Leven.	Significant decline since 1980's, although small isolated populations appear to be surviving, although may be susceptible to mink predation.
<b>Brown Hare</b>	Widespread distribution on farmland, also found on industrial sites (Seal Sands).	220 records identified. Need further trend information. No new survey since 2006
<b>European Otter</b>	First signs of recovery on River Leven and Tees upstream of Yarm in late 1990's. Recent records for Tees at Stockton Centre, Tees Barrage and Portrack Marsh.	A number of new records indicate increasing activity on the Tees in the Bowesfield – Thornaby – Eaglescliffe area.
<b>Skylark</b>	Common site in the Tees Valley as a whole. Known to breed in the Stockton Borough.	Tees Valley Wildlife Trust has continued to run farmland biodiversity surveys on 22 farms across the Tees Valley.
<b>Grey Partridge</b>	Breeding bird locally associated with industrial brownfield sites.	

Priority BAP Species	Known population	Estimated changes
<b>Tree Sparrow</b>	Widespread, but not numerous. 130-150 breeding pairs across the Tees Valley.	
<b>Corn Bunting</b>	Approximately 1,000 known birds across the whole of Tees Valley.	
<b>Barn Owl</b>	Rare resident - have been recorded west of Stockton and on industrial land close to Portrack Marshes. Owl survey carried out by Tees Valley Biodiversity Partnership (2005/06) recorded 12 sighting of Barn Owl in Stockton. Estimated 1 or 2 breeding pairs in the borough. The partnership has erected 2 barn owl nesting boxes in Stockton.	No further information 2007
<b>Great Crested Newt</b>	Great Crested Newts were present at an estimated 12 pond sites in the Stockton District, based on 1993 survey data. Have declined since but seem to be surviving on nature reserves / country park sites. Have declined due to lack of pond management, but appear to survive in managed watercourses. Pond restoration works to be carried out in 2007/08.	TVWT surveys in 2007 have identified a large population of GCN at Cowpen Bewley Woodland Park and a declining population at Wynyard Woodland Park. Habitat management to rectify this is underway and new surveys will be carried out in spring 2008. Large population at Elementis Chromium (Eaglescliffe) is thought to be OK still. Species is believed to be declining in farmland towards Teesside

Priority BAP Species	Known population	Estimated changes
		airport.
<b>Bats</b>	Habitat appears to be widely distributed and key sites are known for Daubenton's, Natterer's and Pipistrelle bats.	Poor quality of information available, more surveys are necessary. No new data 2007.
<b>River and Sea Lamprey</b>	Recorded in River Tees by fish counter at Tees Barrage	
<b>Dingy Skipper and Grayling (butterflies)</b>	First recorded in about 1999 on brownfield land at Tees Marshalling Yards, Thornaby. Now also present at Portrack Marsh and expected to be present on North Tees industrial sites	Stable – increasing. Recorded 2007 at Portrack Marsh.
<b>Wall (butterfly)</b>	Not uncommon as a species on urban grassland sites / brownfield land	Unknown. 16 individuals recorded on Bowesfield Nature Reserve.
<b>Common Lizard</b>	Reptiles have always been notably absent from Stockton	Rarely present but recently recorded at North Tees.
<b>Common Toad</b>	Well distributed across borough	Stable. Present at 44 ponds on farmland/industrial/nature reserves sites. A public survey showed toads to be present at 24 garden ponds in 2007.

**Table 4** Biodiversity priority habitats in Stockton-on-Tees

Habitat		Hectares
Woodland	Ancient Semi-Natural Woodland	177
	Broad Leaved Plantation Woodland	111
	Mixed Plantation Woodland (Conifers and Broadleaves)	221
	Conifer Plantation	130
Grassland	Unimproved (herb rich) Grassland	44
	Wet grasslands (rush pastures, wet flushes)	43
Wetlands	Ponds	19
	Standing Open Water	60
	Marsh / Swamp	9
	Reedbed	20
	Saltmarsh	7
Brownfield	Ecologically important brownfield sites	27
Others	(Generally scrub habitats or mixed habitats)	72

(Natural England 2007)

The information in Table 4 is an estimate taken from the database of Sites of Nature Conservation Importance (SLNCI) and should provide a reasonable baseline to identify future change/trends. Stockton's SNCIs, as designated, comprise some 79 sites covering 970 hectares in the Borough. No new work has been carried out on this during 2007. Natural England's BARS (Biodiversity Action Recording system) website will provide a means of recording actions that have resulted in new habitat created or brought into favourable management in the future.

Policies within the Stockton Local Plan give the highest level of protection to sites of international and national importance for nature conservation. However, a review of SNCIs within the Borough needs to be carried out, to assess these against agreed criteria<sup>4</sup> for the

<sup>4</sup> The Tees Valley Biodiversity Steering Group has agreed to act as the Local Sites Partnership and has approved criteria in order to comply with Defra guidance. Defra **Annual Monitoring Report 2006/07** November 2007

designation of such sites. This is a task to be carried out as part of the preparation of the Environment DPD.

**CORE INDICATOR:**

**Changes in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance:**

**Sites of Special Scientific Interest (SSSI)**

47.4% in favourable condition  
 46.2% in unfavourable  
 6.4% destroyed

**Natural environment**

The total area of land designated as SSSI in the Borough remains unchanged from last year. In March 2007, over 47% of the area of designated SSSIs in the area were reported to be in favourable condition. Re-evaluation of the Seal Sands during 2005 by English Nature has given a better picture of the condition of the SSSI, as set out in Table 5.

"Local Sites Guidance" was published in April 2006 and sets out the procedures for establishing systems for the protection and management of non-statutory sites.

**Table 5.** Stockton Borough's Sites of Special Scientific Interest.

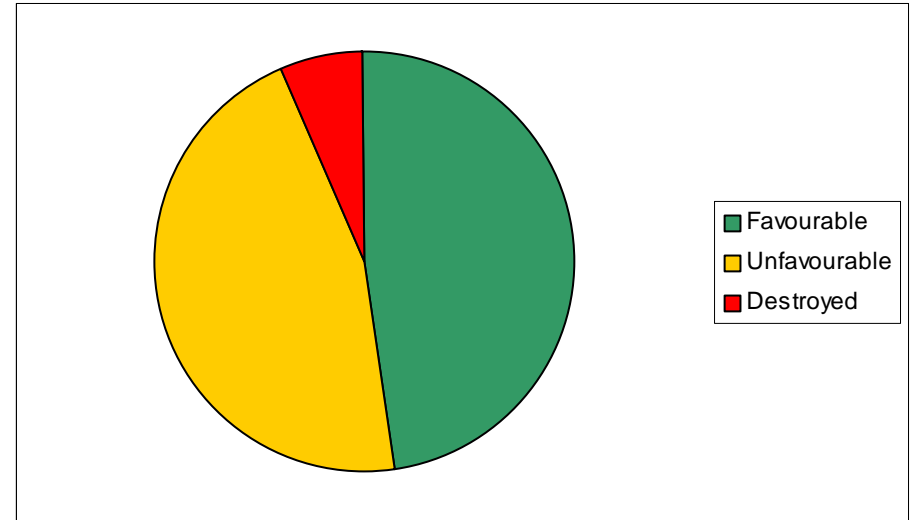
Site	Location	Area (Ha)	Condition at time of last English Nature assessment
1-7	Tees Foreshore Wetlands, Fen, Marsh, Swamp, Coastal Lagoon and Littoral Sediment	245.3	100% Favourable, (2002)
1-3	Seal Sands, Ramsar Site, National Nature Reserve.	297.1	3.3% Favourable 82.4% Unfavourable, 14.3% Destroyed (2005)
1-2	Cowpen Marsh, Littoral Sediment and Lowland Grassland	121.5	46.8% Favourable, 53.2% unfavourable (2004)
1	Whitton Bridge Pasture, Neutral Grassland	3.2	100% Favourable, (2003)
1	Briarcroft Pasture, Neutral Grassland	1.8	100% Favourable, (2003)

(Natural England, 2007)

Three new local nature reserves have been declared since 1997, at Bowesfield Pond, Stockton, Charlton's Pond, Billingham, and Quarry Wood, Eaglescliffe. 13 Local Nature Reserves in total have been declared in the Borough.

There are 3 Special Landscape Areas identified within the 1997 Local Plan, one covering 76.5 Hectares of land at the Wynyard estate, another on the banks of the River Leven Valley at the South (23.3 Ha), and the third following the course of the Tees from Eaglescliffe to the Darlington Borough boundary.

**Figure 2.** Condition of all SSSI sites in the Stockton Borough as identified by English Nature (hectares)



(Natural England, 2007)

### Historic Environment

The Historic Sites and Monument Register shows that the Borough has 1168 Historic Environment Records (an increase of 179 on 05/06 figures) and 8 Scheduled Ancient Monuments.

- As of March 2007, there are 7 Grade I Listed Buildings, 39 Grade II\* and 420 Grade II, including the Billingham Forum;
- The Conservation and Historic Environment Folder (CaHEF) SPD was adopted in January 2007. The CaHEF SPD document updates the Conservation Areas documentation, comprising both an appraisal and management plan for each. The introduction of 'locally listed' buildings is being progressed.

**Table 6.** Stockton Borough's Grade 1 Listed Buildings

Building Name	Location
Church of St Peter	Seamer Road, Hilton Village, Yarm.
Church of St Cuthbert	Church Road, Billingham.
Church of St Thomas	High Street, Stockton.
Church of St John The Baptist	Butts Lane, Egglescliffe
Parish Church of St Mary The Virgin	The Green, Norton
Church of St Cuthbert	Church Lane, Redmarshall
Church ruins of St Thomas A Becket	Grindon Lane, Thorpe Thewles

(English Heritage, 2006)

## 5.2 Waste

### CORE INDICATOR:

#### Capacity of new waste management facilities installed by type 2006/07:

10 new "Bring Sites" installed for recycling

#### Amount of municipal waste arising, and managed by management type, and the percentage each management type represents of the waste managed:

Total Waste Tonnage handled in the Stockton Borough during 06-07 = 106,610.17 (See tables 7 and 8 for more information)

Waste and recycling facilities available in the Borough include:

- **Haverton Hill Household Waste Recycling Facility**

Annual capacity throughput attributed to Stockton Borough Council was 13,450.46 tonnes. This facility is shared with Middlesbrough Borough Council on a 55% - 45% split. Disposal routes from the site were as follows:

Recycled:	5,879.22 tonnes
Soil and Rubble (counted in household waste)	3,056.72 tonnes (recycled but not counted in household waste)
To Energy from Waste	4,289.17 tonnes (recovery)
To landfill	178.10 tonnes
To hazardous landfill	47.25 tonnes.

- **Horticultural Services and Recycling Facility, Yarm Road, Stockton**

Annual throughput of dry recyclables from the kerbside collection scheme was 7,342.19 tonnes. Annual throughput of green waste from the kerbside collections scheme was 2,674.90 tonnes.

- **Haverton Hill Energy from Waste Plant**

The Energy from Waste facility at Haverton Hill generates electricity from the incineration of household waste. Beneficial to both the environment and economy, this is a good example of using waste as a resource. It sits in the waste hierarchy as a preferred method of disposal to landfill.

**Table 7.** Wastes handled in the Borough 2006/07 (Metric Tonnes)

Household Waste	88,874.56	83.37 %
Non Household, trade, clinical, industrial etc	17,735.61	16.63 %
<b>Total Waste Handled</b>	<b>106,610.17</b>	<b>100 %</b>

**Table 8.** Waste Disposal Methods 2006/07 (Metric Tonnes)

Waste Disposal Method	Amount in Metric Tonnes	Percentage of total
Landfill	11,241.24	10.54 %
Energy from Waste	68,793.83	64.53 %
Re-use	344.44	0.33%
Recycling	26,230.66	24.60 %
<b>Total</b>	<b>106,610.17</b>	<b>100 %</b>

(Local Authority Data, 2007)

Compared with 2005/06, waste handled by the Borough has fallen by 1.07% to 106,610.17 tonnes. This equates to a reduction of 1,147 tonnes. Of this, only 10.54% went to landfill. 64.53% of waste handled in the Borough of Stockton is recovered through the Energy from Waste Plant with 24.60% of all waste being recycled and 0.33% being sent for re-use (Table 8). These figures demonstrate that the policies put in place to reduce, re-use, recycle and recover are having a positive effect. Disposal through landfill of just over 10% is one of the best (lowest) in the country and plans are in place to reduce this even further.

A joint approach to preparing Minerals and Waste Development Plan Documents has been agreed by the five Tees Valley Unitary Authorities. Work has begun to produce a Core Strategy and Site Allocation Development Plan Document. A consultation exercise on issues and options for the two documents took place in May/June 2007.

### 5.3 Renewable Energy

**CORE INDICATOR:**

**Renewable energy capacity installed by type**

No capacity installed

The Local Plan indicates that two sites, one at Seal Sands and the other at North Tees, may, potentially, be suitable for wind energy development. To date, no applications have been submitted for renewable energy developments.

### 5.4 Flood Protection and Water Quality

**CORE INDICATOR:**

**Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality:**

No permissions granted

During this period, 91 applications were approved on which the Environment Agency were consulted. Three of these required a Flood Risk Assessment be submitted to accompany the application (FRA) in accordance with Planning Policy Guidance 25. Of these applications, none were approved contrary to Environment Agency advice.

Adopted Alteration Number 1 to the Local Plan 1997, provides a new suite of policies regarding development in floodrisk areas, groundwater protection and sustainable drainage systems.



As a working suite of policies, these have to date, been successfully implemented. A joint Strategic Flood Risk Assessment has been carried out on behalf of the three Tees Valley authorities of Stockton, Middlesbrough and Redcar and Cleveland, and was published in February 2007.

A State of the Environment Report has been completed, which should provide valuable baseline information against which progress of existing and new polices can be monitored.

## **Economy**

**Local Plan Objective: to increase opportunities for investment and employment**

### **5.5 Business Development**

#### **CORE INDICATOR:**

##### **Employment land available by land designation (hectares):**

Greenfield – Immediately Available	= 100
Greenfield – Short-term Availability	= 43
Greenfield – Long Term Availability	= 57
Greenfield – Reserved	=0
Greenfield – Outline permission	= 121
Greenfield – Detailed permission	= 26
Greenfield – unallocated/available	= 8

**Greenfield Total = 360**

Brownfield - Immediately Availability	= 12
Brownfield – Short-term Availability	= 42
Brownfield - Long Term Availability	= 313

Brownfield - Reserved Availability	= 106
Brownfield – Outline permission	= 34
Brownfield – Detailed permission	= 29
Brownfield – Unallocated available	= 78

**Brownfield – Total = 613**

Brownfield - Immediately Availability	= 12
Brownfield – Short-term Availability	= 42
Brownfield - Long Term Availability	= 313
Brownfield - Reserved Availability	= 106
Brownfield – Outline permission	= 34
Brownfield – Detailed permission	= 29
Brownfield – Unallocated available	= 78
Brownfield – Total	= 613

**Total Immediately Available Employment Land =114**

Total Employment Land remaining from that allocated in the 1997 Local Plan or with Planning Permission = 896.5 hectares (1085ha including reserved sites)

#### **CORE INDICATOR:**

##### **Amount of employment gross floorspace developed by Type during 2006/07 (square meters):**

B1	22,549	(40%)
B2	1,815	(3%)
B8	31,538	(56%)

**CORE INDICATOR:**

**Amount of Previously Developed Land gross floorspace developed by Type during 2006/07 (square meters):**

B1	3,792	(67%)
B2	0	
B8	1853	(33%)

**CORE INDICATOR:**

**Amount of Employment Land developed during 06-07:**

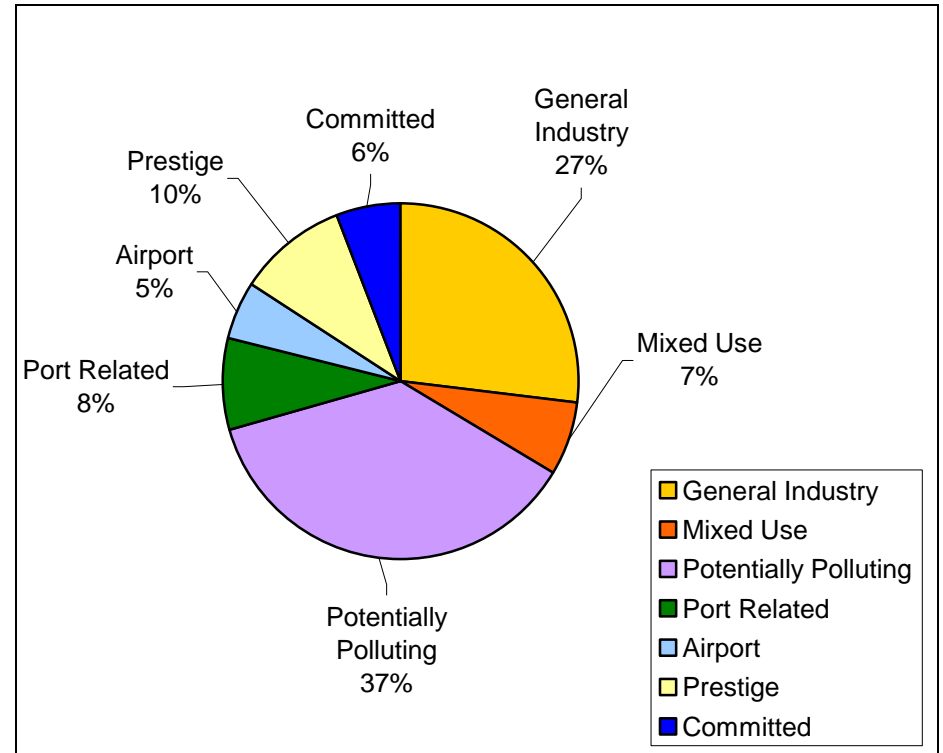
9.2 Hectares

**CORE INDICATOR:**

**Amount of employment land lost to residential development 2006/07 (hectares):**

0 Hectares Lost

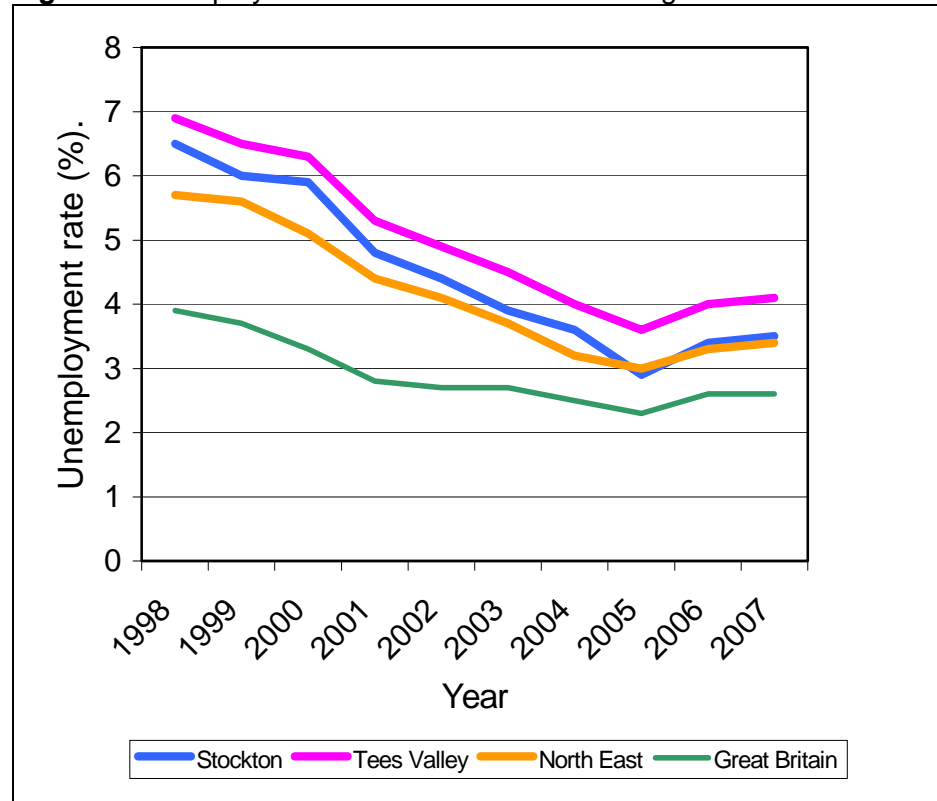
**Figure 3.** Availability of remaining allocated employment land by type, as at 31 March 2007.



(Local Authority Data, 2007)

Unemployment rates show a slight rise over the last year's figures. However this still compares favourably with Middlesbrough, Hartlepool and Redcar and Cleveland, and is only fractionally higher than Darlington. The figures are set out in the graph below, which illustrate the changes over the past 10 years compared with the Tees Valley as a whole, the North East and Great Britain. The gap between Stockton and the North East figures has reduced over the past three years.

**Figure 4** Unemployment trends in Stockton Borough



The opportunity to further monitor employment land during this period has raised several discrepancies in the figures produced for the period 2005 / 2006. These specifically relate to take up and are as follows:

- Of two distribution units approved at Wynyard only the first unit was commenced in the period 2005/06. Take up for this development must be adjusted to 7.96 ha (the remaining 9.03 being phase 2).
- At Durham Lane 4.84 ha of land was identified as taken up in the 2005-06 period as works were underway on the access to

the site and the development appeared to be progressing. When monitoring the site again it was noted that no further development had taken place other than the access. The 4.84 ha therefore needs to be removed from the 2005 – 2006 take up figures and identified as committed.

- Take up for the period needs to be adjusted to 34.63 ha.
- If the tomato production facility, which created no employment floorspace, is excluded, take up for the period equals 9.56 ha.

The last 12 months has seen the completion of the Falcon Court office scheme at Preston Farm industrial estate, amongst other developments. The site has been developed in phases over a number of years and as a whole has provided approximately 24,000 sq.m of floorspace with ancillary facilities for employees.

Whilst a comparatively modest level of industrial development has been completed, significant development has occurred within the B8 use class. This is largely due to the completion of one of two distribution warehouses at Wynyard, referred to above. This has created circa 28,000 sq. m. of B8 floorspace. At the time of writing this unit has not been let and it is unlikely that construction will begin on the second unit until it is occupied.

Employment land take up totalled 9.2 ha during 2006/07. This involved the commencement of development of land for offices at Bowesfield South, Teesdale and Wynyard with some industrial and trade park developments taking place at Portrack Interchange and Teesside Industrial Estate.

No allocated employment land was lost to any other uses, during 2006/07, although employment land at Stillington received permission for residential development.

A comprehensive employment land study is underway. The first phase, assessing the current position relating to the amount of employment land available, is completed. The next phase, to assess the requirements in terms of the targets set in the Regional Spatial

Strategy, and to formulate policies through the Local Development framework to meet these targets is underway. In the event that an over-supply of employment land is identified, de-allocation may have to be considered.

**Table 9.** Annual Take up of Employment Land sites as identified in the Local Plan 1997

Year	Area Developed (Ha)
1997.	6.4
1998.	9.1
1999.	15.1
2000.	14.5
2001.	9.7
2002.	3.6
2003.	3.5
2004.	6.0
2004/05.	8.98
2005/06.	34.63
2006/07.	9.24

(Local Authority Data 2007)

### Target

The submission draft Regional Spatial Strategy sets out requirements for employment land up to 2021. For Stockton Borough, this is in the order of:

- 400 ha (including all of the land with planning permission at Wynyard). This is broken down into 235 ha for general employment use, 20 ha for regional brownfield mixed use and the remainder for prestige employment sites.
- 445 ha for chemicals.
- 80 ha for Durham Tees Valley Airport and associated uses.

As part of the emphasis on regeneration of the Borough, a number of masterplans and development briefs are being prepared. These include proposals for the Riverside Sites and North Shore areas. A Greater North Shore Supplementary Planning Document is now included in the Local Development Scheme, and others may need adding at the appropriate time, if they need incorporating into the Local Development Framework.

## Development

**Local Plan Objective: to secure adequate, decent housing**

### 5.6 Housing

#### Outstanding Commitments

At 31 March 2007, there were about 7,400 net outstanding planning permissions for new build and conversions to residential use. This figure includes the redevelopment schemes at Mandale and Hardwick, and allows for demolitions at these sites. This compares with a Regional Spatial Strategy submission draft figure of 6,900 homes to be built in the Borough between 2004 and 2021, and the Secretary of State's Proposed Changes, which recommend a target of 9,065.

#### Permissions granted

#### **POSSIBLE LOCAL INDICATOR:**

#### **Net Housing Approvals 06-07**

25 Conversions to Residential (C3) use  
 61 Small Scale new build (on schemes less than 10 units)  
 2,005 Dwellings approved on schemes larger than 10 units

Over 2,000 new homes were granted planning permission in 2006/07; the main sites involved are printed in the following table. Some of the approvals listed in Table 10 were reserved matters applications or re-submissions.

**Table 10.** Housing developments approved during 06/07

Site	Scheme	Dwellings Approved
Land off Greenwood Road, Billingham	Greenfield	30
Chilton Avenue Sports Ground, Belasis Avenue, Billingham	Brownfield	30
The Fairways, Wynyard	Greenfield; Rural	31
The Avenue, Eaglescliffe	Brownfield	41
Thornaby FC, Acklam Road, Thornaby	Mixed Greenfield/Brownfield	50
Land north of Lawson Street, Stillington	Brownfield; Rural	56
Harpers Garden Centre, Junction Road	Brownfield	82
Peacocks Yard, Blakeston Lane	Brownfield	148
Former Stockton and Billingham College Site, Billingham	Brownfield	160
Land at Boathouse Lane	Brownfield, Core SMI area	200
Ashmore House, Richardson Road. (Kvaerner site)	Brownfield; Core SMI site	220
Millbank Lane, Thornaby	Brownfield	326
Corus site, Portrack Lane	Brownfield; Core SMI site	375

(Local Authority Data, 2007)

## Completions

### CORE INDICATOR:

#### Housing Completions 06-07

563 Net dwellings completed (See Housing Trajectory)

920 Gross Completions

357 Total Demolitions

Net completions 2004 – 2007 = 1292.

### POSSIBLE LOCAL INDICATOR:

#### Housing Makeup of Completions

Flats:	1 Bed	55
	2 Bed	128
	3 Bed	41
	4 (or more) Bed	0
Houses	1 Bed	20
	2 Bed	99
	3 Bed	255
	4 (or more) Bed	322

920 homes were completed during 2006/07. Of these, 24% were flats. About 35% of all completions had four or more bedrooms, with nearly 33% being small units (2 or less bedrooms). This was a more balanced mix of provision than last year, which was heavily orientated towards larger house types. Demolitions took place, mostly at Parkfield, but with some at Hardwick, and also at the Mandale Estate in Thornaby, resulting in a net completion figure of 563.

## Previously Developed Land

Best Value Performance Indicator, BVPI 106 relates to the percentage of new homes built on previously developed land (pdl). Table 11 shows the Council's progress in meeting this target over the last 5 years.

<p><b>CORE INDICATOR:</b></p> <p><b>Percentage of new dwellings built on previously developed land 06-07</b></p> <p>58.7% of gross total built on Previously Developed Land</p> <p>BVPI 106 internal target for 06-07 = 35%</p>
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**Table 11.** Best Value Performance Indicator 106

BVPI no 106	02/03	03/04	04/05	05/06	06/07	07/08
Stockton Target	37%	37%	32%	30%	35%	40%
Stockton Actual	29.3%	17.9%	40.3%	38.3%	58.7%-	
Tees Valley	52%	-	43.8%	-	-	

(Local Authority Data, 2007)

58.7% of housing development took place on brownfield land in 2006/07, a great improvement over previous years, and well above the set target for the Borough. However, it was still slightly short of the Government's target of 60% by 2008, and the proposed RSS target (Secretary of State's Proposed Changes) of 70% by 2008 for the Tees Valley. However, Stockton's performance must be seen in the context of large extant greenfield permissions at Ingleby Barwick and Wynyard which, until built out, will make it difficult for Stockton to achieve national and regional targets.

Once both the Wynyard and Ingleby Barwick permissions are completed, and bearing in mind the plentiful supply of previously developed land within the urban core of the Borough, the Council should be in a much better position to meet national and regional targets of residential development on brownfield land.

**Table 12.** Outstanding Housing Commitments

Net Dwellings with planning permission but as yet not constructed	Greenfield	Brownfield
At March 2005	2733	2242
At March 2006	2329	3323
At March 2007	1766	5611

(Local Authority Data, 2007)

## Affordable housing

<p><b>CORE INDICATOR:</b></p> <p><b>Number of Affordable Units Built 06-07</b></p> <p>205 (22% of total gross completions)</p> <p>All affordable units were built on previously developed land</p>
--

Permissions have been granted securing the provision of affordable housing, as set out above, in addition to that to be redeveloped as part of housing regeneration schemes. Although a large number of houses were completed by Registered Social Landlords, this must be seen in context. Most of the demolitions which took place in 2006/07 involved social housing in regeneration areas.

**Table 13.** Affordable housing provision committed within the Borough

Location	Number of Affordable Units Committed as part of scheme
Hardwick Regeneration	100 (outline)
Kvaerner Site, Parkfields	11 (outline)
Corus Pipe Mill, Portrack	56 (outline)
North Shore redevelopment	72 (outline)
Boathouse Lane, Stockton	10 (outline)
Mandale Regeneration	1/3 <sup>rd</sup> of all redevelopment, approximately 170-200 units

(Local Authority Data, 2007)

The Local Housing Market Assessment was completed in December 2006. This gives the Authority a firmer basis for requiring the provision of affordable housing as part of developments, should a need be identified. A joint Tees Valley Strategic Housing Market Assessment is to be undertaken, in line with Government Guidance, and this will provide further evidence about the Borough's housing market, needs and demands.

### Housing Density.

#### CORE INDICATOR:

#### 2006/07 Percentage of new dwellings on sites larger than 10 units completed at

- |   |         |
|---|---------|
| 1) less than 30 dwellings per hectare     | = 72.3% |
| 2) between 30 to 50 dwellings per hectare | = 21.5% |
| 3) above 50 dwellings per hectare         | = 6.2%  |

The majority of sites which were completed during 2006/07 had densities of less than 30 per hectare. This is as a result of the completion of large sites at Ingleby Barwick, the majority of which will have received permission before PPS3 was published. Table 14 shows that higher densities were achieved in urban and the remainder of the suburban areas of the Borough.

**Table 14. Housing Density 06/07**

Major Housing Sites Completed 06/07	Type of Location	Average DPH build on site
Quarry Farm, Ingleby Barawick	Suburban	19
Broom Park, Parcel F(part), Ingleby Barwick	Suburban	20
Ketton Road, Hardwick	Urban	23
Broom Park, Parcel F (part), Ingleby Barwick	Suburban	26
Sites D6 and E1 Ingleby Barwick	Suburban	26
14 – 20 Forest Lane, Kirklevington	Rural	29
Broom Park, Ingleby Barwick	Suburban	30
Whorlton Road / High Newham Road, Hardwick	Urban	35
Walworth Road, Hardwick	Urban	36
Whorlton Road, Hardwick	Urban	36
Low Grange Court, Billingham	Urban	38
184 Station Road, Billingham	Urban	41
Wheatley Road/Wessoe Road, Hardwick	Urban	41
1 The Avenue, Eaglescliffe	Suburban	68
74 – 76 Dovecot Street, Stockton	Suburban	71
Adj. Langham House, Allens Way, Thornaby	Urban	95

Preston Farm, Eaglescliffe	Suburban	167
Sheraton House, Dovecot Street	Urban	170

(Local Authority Data, 2007)

## Housing Trajectory

The role of the housing trajectory is to integrate the “plan, monitor, manage” approach into housing delivery by showing past performance and estimating future performance. The housing trajectory shows the levels of actual and projected completions over the plan period based on a series of assumptions. This enables the Authority to predict whether there is likely to be a surplus or shortfall of supply, and manage future housing planning approvals in order to meet RSS net annual gain requirements.

The 06-07 trajectory shown on page 23 is based upon the following assumptions:

- The majority of existing planning permissions will be implemented. Two sites which have deliverability issues, have been excluded from the trajectory.
- An allowance of 59 dwellings per annum, over the next five years, is included to account for the contribution of small sites, (less than 10 dwellings per scheme).
- Demolitions have been included in accordance with the proposed schedule.
- The housing market remains at a stable rate of growth.
- The trajectory includes an allowance for the development at Queens Park North and the remainder of the site at Boathouse Lane, both of which did not have the benefit of planning permission at 31 March 2007.
- 75 units per annum will be completed on sites of more than 250 units, unless there is information to the contrary.

## What the housing trajectory shows.

Over the first seven years of the RSS period, up to 2011, Stockton has more than an adequate supply of housing land through existing planning permissions. Over this period, the Borough is expected to contribute 5,740 dwellings to the regional total. Existing approvals (about 7400) together with completions 2004 – 2007 (approximately 1300) in addition to an annual allowance of 59 completions on small sites over the next four years to 2011 (240), gives a total of 8940.

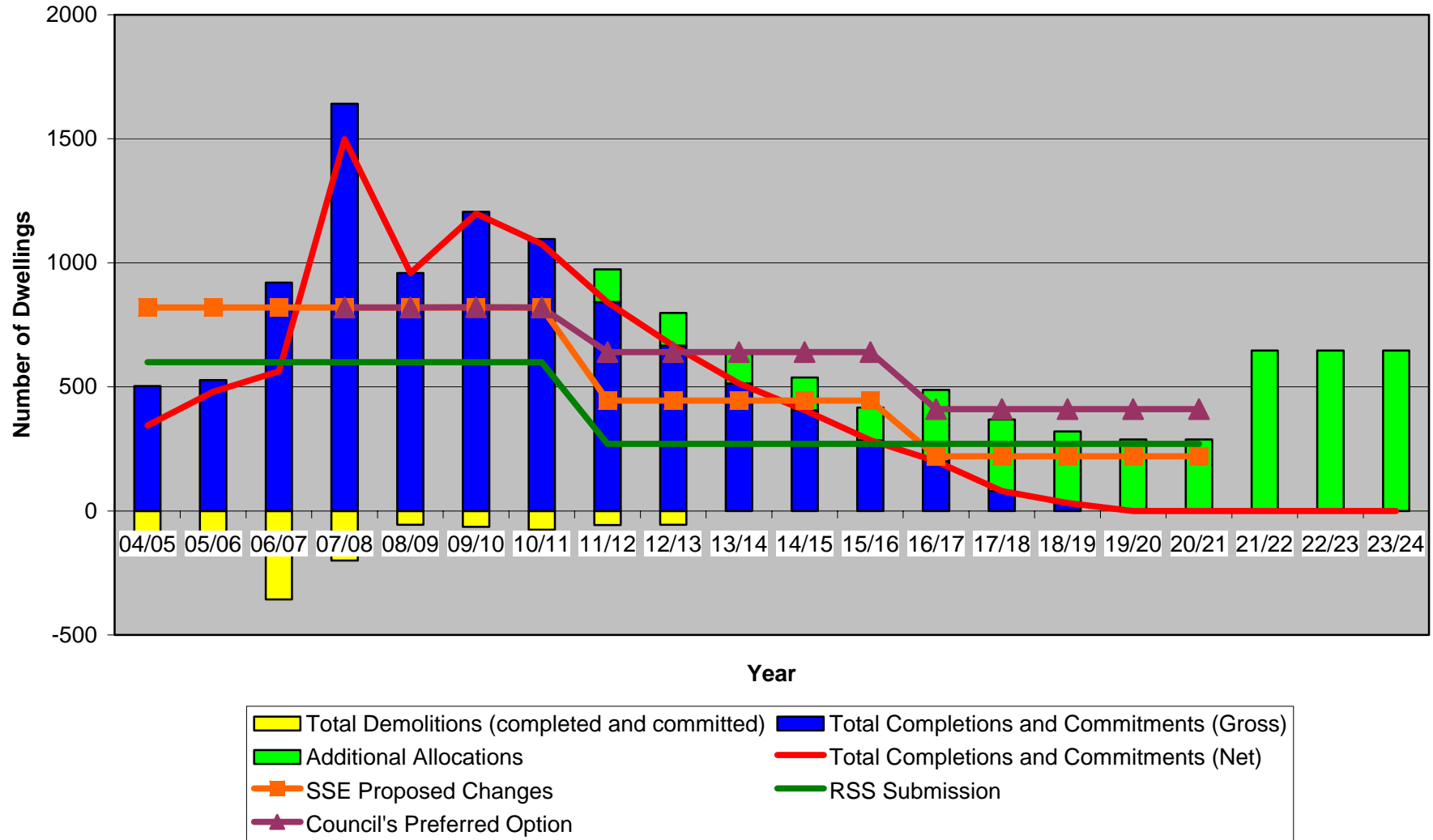
Over the first three years of the monitoring period, net completions fell below both the RSS submission draft figure of 600/annum and the Secretary of State’s Proposed Changes recommended figure of 820 per annum. This can be partly explained by the large number of demolitions associated with the Mandale and Hardwick regeneration schemes where there has not yet been a corresponding new build, and partly due to the slump in the housing market during this period. However, 2006/07 shows a greater number of house completions than in the previous two years, approaching nearly 600.

However, as the trajectory shows, the expected completions during the remaining five years of the period should more than make up for any shortfall, as a number of new sites begin development. Higher levels of house completions could continue beyond 2011 into phase 2 of the RSS period, but with phasing applied to any suitable new sites which come forward for development, the rates should start to decline in the second RSS period (2011 – 2016).

However in order to deliver core regeneration sites in the future, the Council will have to consider very carefully its strategy to bring forward housing sites and to monitor its approach to prioritise core regeneration sites.



Figure 5. Housing Trajectory March 2004 - April 2024



## 5.7 Local Services

### **CORE INDICATOR:**

#### **Amount of completed retail, office and leisure development (gross internal floorspace in square metres):**

A1 Uses No completed Development  
B1 Uses 22,549 sq m. mainly at Preston Farm  
D2 Uses No completed Development

### **CORE INDICATOR:**

#### **Amount of completed retail, office and leisure development in town centres (gross internal floorspace in square metres):**

No retail (A1), leisure (D2) or office developments (B1) completed.

### **Retail Performance**

Local Plan Alteration Number 1 was adopted in March 2006, bringing retail policies into line with Government Policy.<sup>5</sup>

Contained in this Alteration are policies designed to retain and promote vitality and viability of the Borough's retail centres, following new Government guidance. The pressure of out-of-town retail developments, including Teesside Park and Portrack Lane, has had a negative impact on existing town centres. The Alteration introduces a Retail Hierarchy, including Town Centres, District

<sup>5</sup> Policies dealing with flood risk and the quality of ground and surface water were also included.

Centres, Local Centres and Neighbourhood Centres, where a suite of policies designed for each defined hierarchical centre will help to develop vitality and viability. Even though the recent development of Wellington Square has contributed to quality shopping in Stockton Town Centre, the defined retail centre continues to suffer from a high unit vacancy rate. The Alteration introduces Primary and Secondary shop frontages along the High Street, known as the Primary Retail Area. The Primary Shopping Frontage will now act as the core Retail (A1 use class) area. A new policy is in place to resist any change of use from A1 planning permission unless over 90% of the existing primary frontage has already A1 development approval. The secondary frontage must achieve a minimum of 60% A1 usage until the council would consider change of use applications. Changes of use to A1 within the primary retail area will enable the council to achieve the desired targets.

The Alteration Number 1 proposals map shows the boundaries for proposals to enable the re-development of Thornaby and Billingham District Retail Centres. These areas serve their local populations and workforce and in the case of Thornaby Town Centre, redevelopment has commenced. Land at Billingham District Centre has been allocated in the Alteration for a mixed-use development.

A March 2006 survey of Stockton Town Centre Primary Retail Area found that the Primary Shopping Frontage contained 87.8% A1 (retail) use class. 13.6% of this shopping frontage was found to be vacant. Secondary shopping frontage was found to include 52.6% A1 usage and 13.1% vacancy rates. The proportion of A1 uses in the Primary Shopping Frontage has risen 1.2% since September 2005.

## 5.8 Open Spaces

### **CORE INDICATOR:**

**Amount of eligible open spaces managed to Green Flag Award standard:**

3 Parks in the Borough are managed to Green Flag award standard:

Cowpen Bewley Country Park  
Wynyard Woodland Park  
Billingham Beck Valley Country Park

The Green Flag award standards were introduced in 1996 as a way of encouraging environmental improvements and setting a benchmark for the best green spaces in England and Wales. During 2006-07, Cowpen Bewley and Billingham Beck Valley Country Parks together with Wynyard Woodlands Park, were managed to Green Flag standard. In July 2007, Ropner Park was also awarded Green Flag Standard.

A Supplementary Planning Document on Open Space, Recreation and Landscaping is currently under production as part of the LDF. This document requires a robust evidence base, the first part of which, an open space audit, was completed in mid 2006. The second element of the evidence base, a public consultation to assess local needs, is planned to take place in the near future. This will be used in conjunction with the audit to assess open space and recreation provision and set local standards, essential to the SPD.

## 5.9 Transport

**Local Plan Objective: to maximise accessibility for all throughout the Borough**

### **CORE INDICATOR:**

**Amount of completed non-residential developments within Use Class Orders A, B and D complying with car-parking standards set out in the Local Development Framework:**

100% of non-residential developments comply with parking and design standards as identified in PPG 13 and Policy GP1 of the Adopted Local Plan 1997

### **CORE INDICATOR:**

**Amount of new residential development within 30 minutes public transport time of: a GP; a hospital; a primary school; a secondary school; areas of employment and a major retail center:**

19% of all completions on sites over 10 dwellings are within 30 minutes public transport time of all requirements.

The Council's Design Guidelines and Specifications (Residential and Industrial Estates Development) were revised in 1998. However, it has become increasingly evident that the imposition of a Borough wide design guide does not fully cater for the Borough's varying built environments (e.g. from the historic settlement patterns associated with areas such as Yarm to the more recent developments at Ingleby Barwick). The Council has, therefore, reviewed its accessibility and

parking guidelines. These were published early in 2006 for consultation and were adopted as a Supplementary Planning Document in November 2006.

Any departures from the standards will be monitored, to provide essential baseline information for the core output indicator.

**Table 15.** Public Transport Times to the North Tees Hospital from major recent housing developments

	<b>Major Housing Sites Completed 06/07</b>	<b>Quickest public transport time to North Tees Hospital, using closest bus stop and peak time journey.</b>
<b>Urban Area</b>	Sheraton House, Dovecot Street, Stockton	Less than 20 minutes
	Allens Way, Thornaby	Less than 40 minutes
	Hardwick	Less than 10 minutes
	Low Grange Court, Billingham	Less than 40 minutes
	Station Road, Billingham	Less than 30 minutes
<b>Suburbs</b>	The Avenue, Eaglescliffe	Less than 30 minutes
	Ingleby Barwick	More than 30 minutes
<b>Rural Villages</b>	Kirklevington, Village Infill	More than 50 minutes

Focusing development within the urban areas of the Borough means that public transport routes should be more accessible, thereby providing the opportunity to use public transport and help to create more sustainable pattern of development. Over the last year, 93% of all completed development sites were within a 30 minute public transport journey of key facilities, excluding a hospital. Only about 20% were within 30 minutes of a hospital, mainly reflecting the

position of Ingleby Barwick in the south of the Borough, where a number of sites were completed.

With regard to improving accessibility of – and accessibility to – the public transport network within the Borough, the following have been achieved:

- The railway station proposed at Green Lane, Yarm, has been opened. Yarm Station currently handles around 100,000 passenger movements per year;
- A major improvement scheme has been carried out at Thornaby Station, the Borough's key rail hub, with the result that passenger footfall at the station has increased from 215,000 in 2002/03 to over 407,000 in 2006/07;
- Bus 'Green Routes' – comprising the introduction of bus priority measures, low floor bus stops and upgraded passenger waiting facilities – have been introduced between Stockton and Billingham and between Stockton and Yarm;
- Bus stops on several other key routes have been upgraded to low floor specification (38% of all stops within the Borough are now low floor compatible); and
- 100% effective coverage of the local bus fleet by CCTV cameras has been achieved, addressing some of the concerns regarding the personal safety of those using public transport.

Despite these achievements, both bus patronage and the geographical coverage of the local bus network within the Borough have continued to decline, albeit at a reduced rate than in previous years. In recognition of the need to address this long-term trend, the Council is working closely with its partner authorities within the sub-region, Tees Valley Regeneration, the Tees Valley Joint Strategy Unit and local transport providers to develop two major public transport initiatives – 'Connect Tees Valley' (designed to revitalise the bus network through a focused and coordinated programme of investment in infrastructure and vehicles) – and the Tees Valley Metro (designed to improve sub-regional accessibility by upgrading the existing Darlington to Saltburn heavy rail line to light rail operation). Major Scheme Business Cases for both schemes are

due to be submitted to the Government Office for the North East and the Department for Transport in late 2007/early 2008.

The Council has also been proactive in developing and extending the Borough's cycle route network. Key achievements include:

- Route 1 of the National Cycle Network (NCN) within the Borough has been completed;
- NCN Route 14 is now in place between the Hartlepool Borough Boundary, Billingham, Stockton town centre and the A66 Elton Interchange; and
- A number of important links in the local cycle network have been completed, including between Stockton town centre and Eaglescliffe, Ingleby Barwick and Thornaby.

Tables 16 and 17 below highlight the progress made since adoption of the Local Plan in June 1997.

**Table 16.** Progress made on proposed footpath and cycle routes

Footpath / Cycle route	Status
A footpath from Yarm to the Borough boundary along the South Bank of the Tees.	Not implemented to date
A footpath from Leven Bridge (at Low Lane, Yarm) to its junction with the Tees, then a combined footpath and cycle route along the East Bank of the Tees to the Thornaby Bypass Bridge.	Not implemented to date
A cycle route along the Southern Boundary of Eaglescliffe Golf Course	Not implemented to date; currently under consideration as part of proposed link between Ingleby Barwick and Eaglescliffe
A combined footpath / cycle route on the West and North banks of the Tees from Preston Lane to the Barrage	Partially Complete

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A footpath from the proposed Thornaby Bypass Bridge along the East bank of the Tees to Surtees Bridge	Partially Complete
A combined footpath / cycle route from Surtees Bridge (South bank) through Teesdale to the Barrage and the Borough boundary.	Partially Complete

**Table 17.** Progress made on the provision of new cycle routes

Footpath / Cycle route	Status
Surtees Bridge - Tees Bridge - Borough boundary (South bank of the River Tees);	Partially Complete
Surtees Bridge - Tees Barrage - Newport Bridge (North bank of the River Tees)	Largely Complete
Stockton Town Centre - Preston Farm - Ingleby Barwick (along Thornaby bypass) - Borough boundary	Complete
Letch Lane - North Tees Hospital - Newham Grange Park - Stockton Town Centre	Partially Complete
Thornaby bypass - River Tees (south bank) - Eaglescliffe	Not implemented to date; currently under consideration as part of proposed link between Ingleby Barwick and Eaglescliffe
Ingleby Barwick - Bassleton Court - Airfield industrial estate - Thornaby Town Centre - Littleboy park	Largely Complete
Billingham Beck branch line - Tees Barrage,	Partially Complete

Stockton	
Long Newton - Marrick Road, Hartburn - Grangefield Park - Green Lane, Stockton	Partially Complete; will be largely complete following the opening of the A66 Long Newton Interchange scheme, currently programmed for Summer 2008.

A number of more traditional highway schemes have also been introduced since the adoption of the Local Plan, in recognition of the overarching priority of regeneration within the Borough.

Such schemes include:

- The South Stockton Link, designed to open up brownfield sites for redevelopment, improve access to Stockton town centre from the Strategic (i.e. Trunk) Road Network and provide a third access to Ingleby Barwick, one of the largest new housing developments in Western Europe;
- The A1046 Portrack Lane Dualling Scheme, also designed to open up brownfield sites for redevelopment and improve access to Stockton town centre from the Strategic Road Network; and
- The North Shore Gyratory, and the Portrack Roundabout Improvement Scheme, both of which have been designed to cater for the predicted increase in traffic movements associated with the development of the Teesdale and North Shore major inward investment sites.

Although road-based, all three of the above schemes incorporate measures designed to encourage the use of more sustainable alternatives to the private car. The South Stockton Link includes over 3 km of new footpath/cycleway, the North Shore Gyratory includes a

key section of Route 14 of the National Cycle Network, and the Portrack Roundabout Improvement Scheme includes a “ring” of shared footpath/cycleways, encircling the two roundabouts and connecting all of the existing and proposed cycle routes that meet at the interchange.

The Council has also worked closely with the Highways Agency during development of the A66 Long Newton Interchange Scheme which, when opened to traffic in summer 2008, will provide a direct, high quality road link between Durham Tees Valley Airport and the Strategic Road Network. As well as accommodating the predicted increase in traffic movements associated with expansion of the Airport, the scheme will also improve local accessibility, both by re-establishing the direct bus link between Long Newton and Stockton removed in 2002 on road safety grounds and by extending National Cycle Route 14 westwards towards Darlington.

## 6 Key Findings of the Annual Monitoring Report

Stockton’s third annual monitoring report sets out progress made in 2006/07 in meeting the targets set in the Local Development Scheme, and in implementing policy. This report has considered the core output indicators recommended by ODPM, in addition to looking at the progress of individual policies of the existing Local Plan.

The key findings drawn from this report are;

- Continuing need to establish local indicators, with associated targets, in order to monitor the Local Development Framework.
- Need to continue to improve existing and develop new monitoring systems, in order to meet the demands of the new planning system.
- Completion of on-going studies is vital to establish a more comprehensive evidence base.

- The housing trajectory shows that Stockton Borough has adequate land supplies to meet the RSS Secretary of State's Proposed Changes for housing targets during the first part of the plan period, and beyond. Continuing to plan, monitor and manage housing development will be essential to considering future applications throughout the plan period. There is still room for improvement in the monitoring process.

## 7 Key Actions

### Developing Indicators

A basket of indicators will continue development, to monitor the progress of the Local Development Framework against its objectives and targets. These will include:

- Core output indicators, as set out by ODPM in the Local Development Framework monitoring guidance.
- Regional indicators, as set out in the Regional Spatial Strategy, which will contribute towards showing how local plans and policies are instrumental in achieving regional objectives and targets.
- Local output indicators, which will monitor the Local Development Framework in relation to local objectives and targets. These will be developed over the next couple of years, as work on the Core strategy and Regeneration Development Plan Document progresses.

### Establishing “fit for purpose” monitoring systems

There is still the need to continue refining monitoring systems, to ensure that

- The information required is recorded.
- The information is readily available in a format suitable for monitoring targets and indicators on an annual basis.

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- Adequate resources are available to record and interpret the required information.

### Development of the evidence base

Much of the evidence required to monitor the Local Development Framework already exists, and just needs to be brought into the monitoring system. However, the completion of a number of on-going studies will provide further baseline information against which progress can be monitored. These include:

- Development of Open Space Standards
- Employment Land Study
- Strategic Housing Market Assessment
- Strategic Housing Land Availability Study
- Tees Valley Gypsy and Traveller Accommodation Assessment.

### Housing Trajectory

Stockton Borough's supply of housing land is likely to be more than adequate to meet the targets set in the Proposed Changes to the draft Regional Spatial Strategy. Careful monitoring of the position in relation to planning permissions granted, completions and the timeframe for implementation of outstanding commitments will be needed. To assist with this, it is proposed to continue with the preparation of a biannual housing monitoring reports, and to improve the monitoring database.

### The Local Development Scheme

The Council is on schedule to meet the targets set out for 2007/08 in the current Local Development Scheme. Consultation on the Preferred Options for the Core Strategy, and Issues and Options for the Regeneration Development Plan Documents is underway. However, responses to the consultation exercise have yet to be analysed. Additionally, findings of key studies are still outstanding.

Therefore, the above will need to be taken into account when considering any revisions to the Local Development Scheme, in addition to including necessary new pieces of work such as masterplans/development briefs which require introduction as SPDs within the timescale.



## Appendix 1

### Schedule of Saved Policies from the Stockton-on-Tees Local Plan 1997

<b>Policy</b>	<b>Description</b>
GP1	Proposals for Development
EN1	Sites of Special Scientific Interest
EN2	Local Nature Reserves
EN4	Sites of Local Nature Conservation Importance
EN5	Land Adjoining North Tees Works
EN7	Special Landscape Areas
EN8	Ancient Woodland
EN9	Wynyard Park/Historic Parks
EN11	Cleveland Community Forest (now Tees Forest)
EN12	International Nature Reserve
EN13	Limits to Development
EN14	Green Wedges
EN15	Urban Open Space
EN16	Land Allocation (Crosby Sarek)
EN17	Site Allocations (Mixed Use)
EN20	Reuse of Rural Buildings
EN22	Conservation Area Boundary Reviews
EN23	Conservation Area appraisals and Management Plans

<b>Policy</b>	<b>Description</b>
EN24	New Development in Conservation Areas
EN25	New Development in Conservation Areas
EN26	Listed Buildings
EN27	Listed Buildings
EN28	Listed Buildings
EN29	Sites of Archaeological Interest
EN30	Sites of Archaeological Interest
EN36	New Hazardous Development
EN37	Expansion of Hazardous Installations
EN38	Residential Development near a Hazardous Installation
EN39	Industrial or Commercial Development near a Hazardous Installation
EN40	Storage and Use of Hazardous Substances
EN42	Wind Turbines in the Open Countryside
IN1	Business and General Industry
IN2	Allocations for General Industry, Storage and Distribution
IN3	Port Related
IN4	Prestige Sites

<b>Policy</b>	<b>Description</b>
IN5	Potentially Polluting or Hazardous Industrial Uses
IN6	Hazardous Installations
IN7	ICI Processes Plant
IN10	Alternative Uses within existing/proposed industrial land
HO1	Housing Allocations
HO3	Development on Unallocated Sites
HO6	Residential Conversions
HO8	Housing for Special Needs
HO11	Design and Layout
HO12	Extensions and Other Domestic Development
HO13	Extensions for Dependent Relatives
COMM1	Childcare
COMM4	Yarm Social Centre
ED4	Teesdale University Site
REC1	Outdoor Playing Space
REC4	Ingleby Barwick Park
REC8	Tees and Leven Country Park
REC11	Designation Footpaths
REC13	Cable Ski Course
REC16	Marina
REC17	Public Landing Points

<b>Policy</b>	<b>Description</b>
REC18	Slipways
REC19	New Slipways
REC20	New Footpaths and cycle Routes
REC21	New Bridges
TR1	Pedestrian Bridges
TR4	New Cycle Routes
TR8	Light Rails or Bus Way Transport Corridors
TR11	Safeguarding Rail Corridors
TR12	Trunk Road Improvements
TR13	Highway Improvements
TR15	Highway Design
TR16	Private Parking in Stockton Town Centre
TR18	Yarm Town Centre Parking
TR19	Safeguarding a Rail Link to Seal Sands
TR20	Safeguarding Rail Sidings
TR21	Employment Uses at Teesside Airport

## Schedule of Saved Policies from the Tees Valley Structure Plan 2004

<b>Policy</b>	<b>Description</b>
STRAT1	Locational Strategy
EMP6	Business Parks and Prestige Employment Development
ENV15	Strategic Gaps
H2	Strategic Greenfield Housing Sites
H6	Range of House Types
T3A	New Tees Crossing
T3B	Protection of Light Rapid Transport Alignment as Public
T8	Protection of Light Railway Alignments as Transport Corridors Transport Route
T15	East Middlesbrough Transport Corridor
T18A	Trunk and Primary Road Improvements
T18B	Trunk and Primary Road Alignment Protection
T19	Stainton Way to Swan's Corner Alignment Protection
T23	Car Parking Management
TC3	Retail Hierarchy