

Annual Monitoring Report

1 April 2010 to 31 March 2011

Introduction

The Planning Service delivers the Council's spatial objectives for the borough through planning policy and the development management process. This report tells you what the Planning Service does and how it is making a positive difference to Stockton Borough. It looks at a wide range of issues – some are nationally important whilst others paint a local picture.

The Stockton-on-Tees Core Strategy, adopted in March 2010 sets out a vision for the Borough. This report sets out how this vision is being delivered and what actions still need to be taken to ensure it is achieved. This includes information about the Local Development Framework, monitoring data for specific areas such as housing and employment and real outcomes being delivered across the Borough.

The Planning Service has produced an Annual Monitoring Report every year since 2005. The content of the report and the indicators measured have changed and developed each year. This will continue as the different elements of Stockton's Local Development Framework are adopted and changes are made by central government.

It is anticipated that, in future, monitoring of the Planning Service will become a live process, updated as information becomes available rather than solely in an annual report. This will ensure that the latest information is always available to individuals and organisations who are interested in development in the Borough and the performance of the Planning Service.

Where are we now?

The Borough of Stockton-on-Tees is situated in the Tees Valley in north east England. It sits amongst the Tees Valley unitary authorities of Darlington, Hartlepool, Middlesbrough and Redcar and Cleveland, but also shares boundaries with Hambleton District, North Yorkshire County and Durham County.

Stockton became a major river port in the 1700s when lead from the Pennines and farm produce from the region was carried to the quayside by horse and cart to be shipped to London and overseas. In 1825, the opening of the world's first modern railway encouraged the growth of industry, although it was the discovery of Ironstone in the Cleveland hills in the 1850s which transformed the town from a market town into one noted for its industry and ship building.

Today, Stockton has population of 192,400 people (ONS mid 2010 estimate) living in around 82,600 households. As Figure 1 shows, both the population and the number of households in the Borough have been rising for a number of years. The main centre of population is Stockton town, however Billingham, Thornaby and Yarm are also significant.

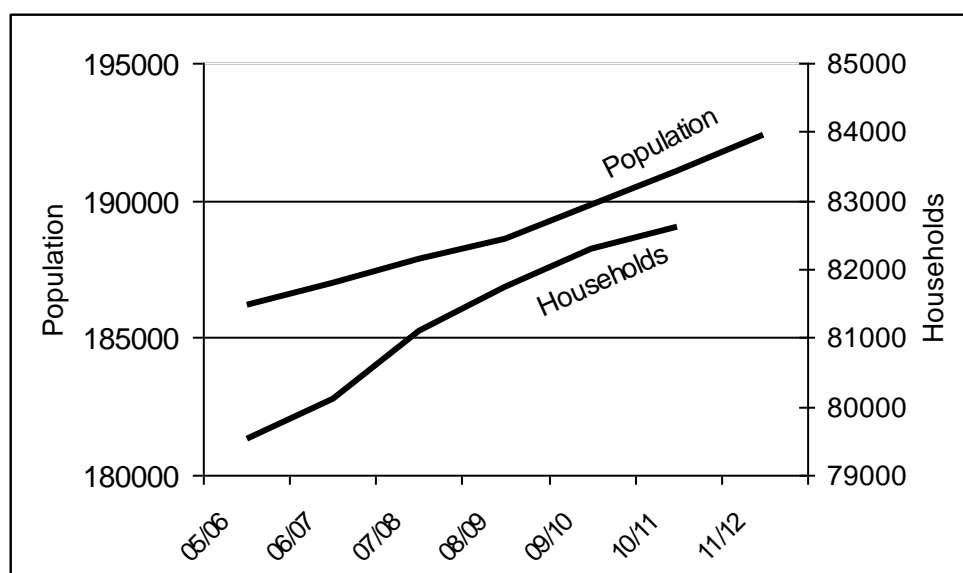


Figure 1 Demographic trends

Stockton-on-Tees covers nearly 21,000 hectares and includes over 28 kilometres of the river Tees. It includes a wide variety of land uses with urban centres, market towns and village locations situated alongside significant commercial and industrial development. There are also significant landscape and wildlife assets in the Borough, including the Teesmouth and Cleveland Coast Special Protection Area and Ramsar site.

The Borough is served by two trunk roads, the A19 which runs from north to south and the A66 which runs from east to west. Rail connections are also good, with local lines providing services to Middlesbrough, Darlington, Hartlepool, Newcastle and York. Mainline services to London can be joined at Darlington and Eaglescliffe stations. Durham Tees Valley airport straddles the border between Darlington and Stockton and offers destinations within the UK and Europe.

The Core Strategy identifies a number of characteristics of Stockton, including drivers for change in the Borough. In 2010, key drivers for change included:

- Realising the potential to focus on the River Tees as a key asset of the Borough, whilst taking into account the impact of climate change and flood risk;

- Loss of traditional manufacturing industries, giving rise to previously developed land within urban areas, resulting in significant opportunities for redevelopment and regeneration, coupled with the identification of key regeneration sites;
- Lower than the national average employment rates;
- Low rates of new business start-ups;
- Potential to improve educational achievements, and to retain and attract more highly qualified people;
- Potential to create new jobs and attract significant investment in the chemical sector;
- Development of Queen's Campus, Durham University's Stockton campus, and the opportunities to diversify the economic base through the development of 'knowledge based' industries;
- High retail vacancy rates in the town and district centres, combined with poor environments;
- Lower than national average rates of car ownership, and therefore a need to improve the accessibility of services and facilities by public transport;
- Pressure for greenfield development;
- Recent growth in population and households, and the need to improve housing quality and choice;
- An ageing population profile;
- Wide disparity of opportunity, with areas of disadvantage situated alongside areas of affluence;
- Pockets of low demand for housing, despite a general increase in house prices over the past few years;
- Potential to improve transport infrastructure and public transport provision;
- Desire to reduce further levels of crime and disorder, and to produce increased feelings of safety; and
- Potential to increase the use of the River Tees and its environs for leisure, sport and recreation activities following the completion of the tidal barrage in 1995.

In response to these drivers for change, the Council set out a vision for the Borough relating to prosperous communities, improved quality of life for all, better places to live and accessibility (see Box 1). The Core Strategy also identifies how the vision will be achieved, including the following key developments and milestones:

- Provision of good quality housing in a mix of sizes, types and tenures to meet all needs, pockets and aspirations of a growing population;
- Continuing with housing regeneration where appropriate;
- Implementation of proposals associated with the Stockton Middlesbrough Initiative, at North Shore and Stockton Riverside, and in the Green Blue Heart, to provide 21st century living, employment and leisure facilities;
- Continued economic renaissance, by attracting new businesses, supporting existing industries, providing and retaining a skilled, highly trained workforce;
- Supporting the expansion of Durham University's Queen's Campus and the development of research-based industries;
- Regenerating Stockton Town Centre, including improvements to the approaches to the town and the creation of a cultural quarter;
- Redeveloping and improving Billingham and Thornaby centres;
- Establishing a Tees Valley Metro;
- Implementing the Tees Valley Bus Network Improvement Scheme;
- Introducing traffic demand management measures;
- Supporting improved regional and sub-regional interconnectivity by road, rail and air;
- Putting sustainability at the heart of all new development;
- Exploiting the Borough's potential to generate and use renewable energy;

- Recognising the importance of the Borough's built and historic environment, and bringing about improvements and enhancement;
- Protecting and enhancing green spaces, increasing opportunities for biodiversity, in addition to creating wildlife corridors, new open space, leisure and recreation facilities, including the Tees Heritage Park; and
- Developing the Green Blue Heart to provide a high quality landscape and parkland centrepiece within the urban landscape between Stockton and Middlesbrough.

Vision for Stockton – Core Strategy, March 2010

Situated at the heart of the Tees Valley City Region, and taking advantage of its historic position astride the river, Stockton-on-Tees is a Borough leading the way in economic regeneration. Previously developed areas of land along the River Tees corridor have been brought back into use, in line with the aspirations of the Stockton Middlesbrough Initiative, and links to surrounding areas strengthened. The upgraded and regenerated centres of Stockton, Billingham and Thornaby, in addition to Yarm, provide a range of improved retail and related facilities. Residents have access to the very best in housing, education and training, health care, employment opportunities, sport, recreational and cultural facilities, which has created safe, healthy, prosperous, inclusive and sustainable communities, so providing a better quality of life for all. The diversity, quality and character of the natural and built environment, together with the Borough's unique historic assets, are valued, protected, enhanced and optimised for the benefit of everyone. A world-class, integrated Tees Valley-wide public transport system has reduced traffic congestion on the A19, the A66, and the secondary road network, and provides a realistic alternative to travelling by private car.

Box 1 Vision for Stockton Core Strategy 2010

The 2009/2010 Annual Monitoring Report concluded that the Core Strategy would bring a new era in planning in Stockton, with a fresh vision and set of objectives, and eleven new policies to achieve them. The Planning Service has a major role to play through both its spatial planning and development control roles. This Annual Monitoring Report reports on the first year of the adopted Core Strategy and progress towards implementing policies, fulfilling objectives and achieving the Core Strategy's vision for the Borough of Stockton-on-Tees.

Changes in Planning and Monitoring

Planning is currently in a period of change. Following the election of the coalition government in May 2010, there has been much debate about the nature and value of planning, and the efficiency and effectiveness of the planning process itself.

Regional Spatial Strategy Revocation

In July 2010, the North East of England Regional Spatial Strategy (RSS) was revoked, meaning that it could no longer be used in determining planning applications. Between July 2008 and July 2010, the RSS had provided the spatial strategy for the North East region and had informed both the Local Development Framework (LDF) and the Local Transport Plan (LTP). It also set out how Stockton would contribute to the regeneration of the North East, establishing the number of new houses required and the amount of employment land to be developed, along with the broad locations where these should be sited.

Following the RSS revocation, the Local Authority continued to determine planning applications according to the Development Plan. However, this was limited to:

- The Core Strategy Development Plan Document (DPD)
- Saved policies from the Local Plan and Alteration Number 1 to the Local Plan
- Guidance contained in Supplementary Planning Guidance and Supplementary Planning Documents.

Then, in November 2010, the judgement in a case brought by Cala Homes in the High Court, which considered that the powers set out in section 79 [6] of the Local Democracy, Economic Development and Construction Act 2009 could not be used to revoke all Regional Strategies in their entirety. The effect of this decision was to re-establish Regional Strategies as part of the Development Plan. A letter from the Chief Planner at the Department for Communities and Local Government to Chief Planning Officers dated 10 November 2010 acknowledged this, but noted that the Government still intended to abolish Regional Strategies in the Localism Bill and Local Planning Authorities should regard this as a material consideration in planning decisions.

Whilst the Government has signalled its intention that the RSS will no longer be part of the Borough's Development Plan, the evidence upon which its policies were prepared may continue to be material considerations, depending on the facts of the case. The Council's website continues to host links to this evidence, alongside other archived information relating to regional level planning. In addition, national planning policy in the form of Planning Policy Guidance and Planning Policy Statements continues to be a material consideration in determining planning applications.

The Council has considered the impact the revocation of the RSS will have on the Borough's Development Plan. This process focused on the Core Strategy which was adopted shortly before revocation, and concluded that it was not necessary to review the policies contained within it. Where additional policy provision is required to address issues previously dealt with at regional level, this will be achieved through the Regeneration DPD which is currently approaching preferred options stage.

The Department for Communities and Local Government has issued clarification on specific policy areas such as housing where appropriate. This has been referred in the Annual Monitoring Report's policy themed chapters, however the impact of any policy changes on local indicators and targets will not be apparent until subsequent reporting years.

The Localism Bill

The Localism Bill was introduced to Parliament in December 2010 in response to Government concerns that Planning does not give members of the public enough influence over decisions. The bill contains proposals intended to make the planning system clearer, more democratic, and more effective. It is anticipated that the changes set out in the bill will be enacted as an Act of Parliament in early 2012.

The Bill will introduce a new right for communities to draw up a '**neighbourhood development plan**'. Through a local parish council or neighbourhood forum, local people will be able to say where they think new houses, businesses and shops should be located and how they should be designed. The Council will provide technical advice and support to communities interesting in preparing these plans to ensure they are in line with national planning policy, with the strategic vision for the wider area set by the local authority, and with other legal requirements. Local communities will also be able to grant full or outline planning permission in areas where they most want to see new homes and businesses. Neighbourhood development plans will be subject to a referendum of local people and if the plan is approved by a majority, then the local authority will bring it into force.

In addition, community organisations, formed by members of the local community, will be able to bring forward development proposals which, providing they meet minimum criteria and can demonstrate local support through a referendum, will be able to go ahead without requiring a separate traditional planning application. This will be known as the '**community right to build**'.

There will be a new requirement to **consult local communities before submitting very large planning applications**. It is intended that this will give local people opportunity to comment when there is still real scope to make changes to proposals.

The government believes that local people should feel the benefits of new development in their neighbourhood. The '**Community Infrastructure Levy**' currently enables local authorities to ask developers to pay a levy to support new infrastructure - such as roads and schools when they build new houses, businesses or shops. The Localism Bill proposes that the money raised will be spent on maintaining infrastructure, as well as building new. It will also give local authorities greater freedom in setting the rate that developers should pay in different areas. The Bill will give the Government the power to require that some of the money raised from the levy go directly to the neighbourhoods where development takes place.

The Localism Bill will change how local development documents are examined, removing the ability of **Planning Inspectors** to make binding changes to the Development Plan Documents they examine. In addition, **reporting on progress** in plan making and implementation will now focus on informing local communities, rather than reporting to local government. A new **duty to cooperate** will also be introduced requiring local authorities and other public bodies to work together on planning issues.

Single Data List and Emerging Local Planning Regulations

In the interests of reducing the volume of information required from local authorities, the government has introduced a 'single data list'. Consultation on the Single Data List took place in January 2011 with the updated list published in July 2011.

Annual Monitoring Reports feature on the Single Data List, however the list notes that the requirement to submit AMRs to the Secretary of State is due to be removed by the Localism Bill.

In addition, the following guidance documents on the production of AMRs were withdrawn in March 2011:

- Local Development Framework Monitoring: A Good Practice Guide (ODPM, 2005);
- Annual Monitoring Report FAQs and Emerging Best Practice 2004-05 (ODPM, 2006); and
- Regional Spatial Strategy and Local Development Framework: Core Output Indicators - Update 2/2008 (CLG, 2008).

It is therefore a matter for each council to decide what to include in their monitoring reports while ensuring that they are prepared in accordance with relevant UK and EU legislation. Because the Core Indicators were removed at the end of the reporting year, this AMR reports progress against both Core and Local Output Indicators for to the period 1 April 2010 to 31 March 2011 (the reporting year) wherever the relevant information is available.

In subsequent years, the Annual Monitoring Report will become an Authority Monitoring Report, in accordance with the Localism Act and its regulations. It is anticipated that these regulations will remove the requirement to prepare a monitoring report for the Secretary of State. Instead, Councils will be required to write a report for local people on key issues to be determined locally. The draft new regulations prescribe minimum information to be included in monitoring reports, including net additional affordable housing, Community Infrastructure Levy receipts, the number of neighbourhood plans that have been adopted, and action taken under the duty to co-operate. Where possible, this information has been included in this Annual Monitoring Report. The new regulations will also require monitoring information to be made available online and in council offices, as soon as it becomes available.

Establishing a Monitoring Framework

For a number of years, the Annual Monitoring Report has included 'developing the monitoring framework' as a key action. As the authority moves towards producing an Authority Monitoring Report and publishing data as it becomes available, the monitoring framework will need to be both meaningful and flexible. This is likely to mean combining fixed indicators which can be collected and compared year on year, with more flexible, fluid indicators which capture particular developments and circumstances within the Borough.

As far as possible, this AMR assesses progress against the 20 Core Indicators outlined in *Regional Spatial Strategy and Local Development Framework: Core Output Indicators - Update 2/2008*. In some instances, monitoring systems have never developed sufficiently to gather accurate data against these indicators, and relevant information has been drawn from other sources.

Due to the revocation of the Regional Spatial Strategy, the Regional Annual Monitoring Report has not been produced since 2008/2009. Regional planning information has not, therefore, been included in this AMR. However, in the future, consideration will be given to the use of subregional monitoring indicators to give greater context and comparable data across the Tees Valley.

The Core Strategy includes a number of Local Output Indicators which will be used to record the impact of its policies and will be reported in the AMR as far as possible. In some cases, the data for these indicators is no longer available or the targets set are no longer relevant. Where this is the case, alternative local indicators have been used. Subsequent Development Plan Documents will also contain Local Output Indicators and these will be incorporated into the monitoring framework as these documents progress through the plan making process.

In accordance with Planning Advisory Service guidance¹, the Annual Monitoring Report (and subsequent Authorities Monitoring Reports) will attempt to reflect:

- The value added to development through planning;
- The quality of development which is being delivered;
- Planning Services' performance;
- User and neighbour experience;
- Infrastructure delivery; and
- Significant sustainability effects, as highlighted in Sustainability Appraisals.

¹ Monitoring that matters towards a better AMR, April 2011

Delivering the Local Development Framework

Implementation of the Local Development Scheme

The most recent Local Development Scheme (LDS) was published in March 2010. This was updated in January 2011 to reflect minor slippage against the timetable for the submission and examination of the Joint Tees Valley Minerals and Waste Core Strategy and Site Allocations Development Plan Documents and proposals map. This was undertaken at the request of the Inspector examining the documents on behalf of the Secretary of State. A further update of the LDS is planned for late 2011.

Core Strategy

The Core Strategy was adopted in March 2010, shortly before the start of the monitoring period to which this AMR refers. As part of the Core Strategy's adoption, a number of Local Plan policies were also deleted. Whilst it is too early in the planning process to evaluate the impact of these changes on the Borough, Table 1 sets out the frequency with which Core Strategy policies have been used in the determination of planning applications. This shows that all the policies have been used at least once. The Core Strategy document itself has been downloaded from the Council's website by over 75 individuals.

Table 1 Core Strategy Policies

Core Strategy Policy	Referred to in Officer Reports			
	Major	Minor	House holder	Other
CS1 – The Spatial Strategy	9	25	3	1
CS2 – Sustainable Transport and Travel	30	67	89	9
CS3 – Sustainable Living and Climate Change	26	215	583	125
CS4 – Economic Regeneration	12	12		3
CS5 – Town Centres	5	21	1	
CS6 – Community Facilities	6	11		
CS7 – Housing Distribution and Phasing	11	14	1	
CS8 – Housing Mix and Affordable Housing Provision	11	19	1	
CS9 – Provision for Gypsies and Travellers		3		
CS10 – Economic Protection and Enhancement	16	22	5	71
CS11 – Planning Obligations	14	10		

Core Strategy Review

The housing policies within the Core Strategy are based on housing trajectory work which predicts how many houses will be required within the Borough within the plan period and records the sites where those houses are likely to be delivered. This includes sites which already have planning permission and sites which are likely to be allocated in subsequent site allocations documents.

Since the adoption of the Core Strategy in March 2010 and the publication of updated housing data in the 2009/2010 AMR, it has become apparent that some of the Core Strategy compliant sites which would have contributed to the supply of homes until 2028 are now much less likely to be developed for housing. There are a number of reasons for this including significantly reduced availability of public investment for infrastructure such as highways improvements and flood defences. Changes to government policy, such as the cancelling of the Building Schools for the Future project, and uncertainty over the plans of other service providers have also impacted on the availability of potential sites.

As a result of these changed circumstances, a review of the housing elements of the Core Strategy began with an Issues and Options consultation from July to September 2011. As

well as asking for comments on potential housing sites, the Core Strategy Review also asked for views about all types of development in the Wynyard area. The RSS identified Wynyard as a Key Employment Location, suitable for uses in the prestige electronics and high technology sectors. However, it also acknowledged that planning permissions already granted in the area would need to be restructured in order for this to happen. Whilst the RSS policies are maintained in the Core Strategy, in light of the revocation of the regional document, the opportunity was taken to seek views on the most appropriate broad strategy for Wynyard. The Core Strategy Review Issues and Options document also considered what type of housing should be considered at Wynyard, if further housing development was allowed.

Following the Core Strategy Review Issues and Options consultation, the process will move to the preferred options stage in late spring 2012. It is anticipated that any changes made to the Core Strategy as a result of the review process will be adopted in 2013.

Regeneration DPD

The Regeneration DPD will be Stockton's main site allocations document. This will include site specific allocations for land uses relating to housing, development policies relating to areas of special character, employment, retail, renewable energy development, mixed use developments, transport, regeneration and all land uses affected by, or affecting modes and patterns of transport.

The Regeneration DPD has followed the Core Strategy through the plan preparation process, however as a result of issues related to the Core Strategy and the Core Strategy Review it has slipped from the dates outlined in the 2010 Local Development Scheme. It is anticipated that the preferred options draft of the Regeneration DPD will be consulted on alongside the Core Strategy Review preferred options in late spring 2012.

Environment DPD

The Environment DPD will set out Borough wide policies and sites concerning the built and natural environments, including Green Wedges, nature conservation sites open spaces and the historic environment.

The Issues and Options stage of the Environment DPD went out to public consultation between January and March 2010 and is anticipated to be made available for Preferred Options consultation in spring 2012.

Joint Minerals and Waste Core Strategy and Site Allocations DPDs

The Minerals and Waste Core Strategy DPD contains the long-term spatial vision and strategic policies for minerals and waste developments. The Minerals and Waste Policies and Sites DPD identifies specific sites for minerals and waste development and provides policies which will be used to assess minerals and waste planning applications. The DPDs cover the whole of the Boroughs of Darlington, Hartlepool, Middlesbrough and Stockton-on-Tees and the part of Redcar and Cleveland Borough that does not lie within the North York Moors National Park.

Preparation of the DPDs involved extensive consultation and a formal examination by an Inspector appointed by the Secretary of State in spring 2011. The Inspector concluded that the DPDs satisfy statutory requirements and meet the Government's criteria for soundness. The DPDs were subsequently adopted by all the authorities concerned on 15 September 2011 and the policies contained within them form part of Stockton's LDF.

Gypsies, Travellers and Travelling Showpeople Site Allocations DPD

The Gypsies, Travellers and Travelling Showpeople Site Allocations DPD will identify sites to accommodate need identified for pitches in the Gypsy, Traveller and Travelling Showpeople Accommodation Assessment. Progress on this DPD has been delayed as a result of the Core Strategy Review and the need to take emerging government guidance into account.

Sustainable Design Guide SPD

The Sustainable Design Guide SPD provides details on the promotion of higher urban design standards and sustainable development within new developments. The SPD was adopted in October 2011, one year behind schedule. This was a result of combining consultation periods to ensure the most efficient use of resources and to avoid consultation fatigue. Consultation took place from January to March 2011. An additional factor delaying adoption was the need to complete a Habitats Regulations Screening Report. This had not been anticipated when preparing the document. The SPD was adopted on 19 October 2011 and is a material consideration in the determination of planning applications.

Parking Provision for Developments SPD

The Parking Provision in New Developments SPD was reviewed and retitled 'Parking provision for Developments' during 2010 and 2011. It sets out standards for the quantity and design parking for a range of development types. The revised SPD takes into account new government guidance issued since the original SPD was adopted in 2006 and updates the parking standards in line with recent decisions. As SPDs are no longer required to be included in the LDS, this revision of the SPD was not referred to in the latest version of the scheme. It was adopted on 19 October 2011 and is a material consideration in the determination of planning applications.

Key Tasks for 2011/2012

- Updating the Local Development Scheme to take into account changed timescales and adopted documents;
- Progressing the Core Strategy DPD Review, the Regeneration DPD and the Environment DPD to preferred options stage;
- Beginning work on the Gypsies, Travellers and Travelling Showpeople Site Allocations DPD; and
- Considering the review of SPDs where underlying guidance or circumstances have changed.

Delivering Infrastructure

Progress of the schemes identified in the Core Strategy Infrastructure Strategy

Planning Policy Statement 12: Local Spatial Planning advises that all Development Plan Documents should be supported by evidence of what physical, social and green infrastructure will be required to support the development proposed for an area, along with how this will be delivered. In relation to the Core Strategy, five key areas of infrastructure provision were considered through an Infrastructure Strategy:

- Transport infrastructure;
- Education provision;
- Health provision;
- Provision of utilities; and
- Green infrastructure and other community facilities.

Many of the changes which precipitated the Core Strategy Review relate to infrastructure delivery. A revised and updated Infrastructure Strategy will be produced as part of the Core Strategy Review process. Infrastructure Strategy documents will also be produced for the Regeneration and Environment DPDs.

Towards the Community Infrastructure Levy

The Community Infrastructure Levy came into force on 6 April 2010 under the Community Infrastructure Levy Regulations 2010. It allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres.

Part of the supporting evidence for setting the Levy rate is an up to date Core Strategy or Local Plan, and an indication of the infrastructure requirements needed to support the development in the area over that plan period. In light of the ongoing review of the spatial strategy and the housing element of adopted Core Strategy, and given the age and the extent of the remaining policies and allocations in the adopted Local Plan (June 1997), at this time the Council is not certain about the future development strategy in the Borough and consequently the underpinning infrastructure needed to support such development.

Although the Review continues, some initial investigation and information gathering has taken place. However, the bulk of the work will take place during 2012 and 2013, with adoption of a Community Infrastructure Levy for Stockton-on-Tees envisaged for July 2014.

Delivery through Planning Obligations and Section 106 agreements

Section 106 Agreements aim to balance the extra pressure created by new development with improvements to ensure that the development makes a positive contribution to the local area and community. Section 106 Agreements (S106) are authorised by Section 106 of the Town and Country Planning Act 1990. A S106 agreement either requires the developer to do something (often by making a financial contribution) or restricts what can be done with land following the granting of planning permission. Only a minority of planning applications need a Planning Obligation before planning permission is granted. S106 agreements are associated with a particular development and are a legal charge on the land. This means that their obligations transfer automatically with any change in ownership.

To ensure the effective recording and monitoring of the section 106 agreements made between the Council and third parties a Section 106 database has been developed. The information recorded on the database is not limited to solely financial obligations but includes data on any highway provisions, open space provisions, education obligations and local labour provisions. Through the reports that can be generated from the database the overall aim is to ensure that section 106 payments and obligations are made on time and that any non-financial obligations are fully complied with. Open access to the database within the Council aims to ensure that relevant departments are aware of when payments are due and when they have been received to ensure that projects can be planned and completed within realistic timescales. Table 2 sets out the S106 agreements were agreed between 1 April 2010 and 31 March 2011. The applications and S106 agreements that concerned can be looked up in the Council's online Public Access system.

Table 2 S106 Agreements Signed during the Reporting Period

Application	Site Address	Brief Description	Date	S106 Details	Amount
09/1057/FUL	104 Yarm Lane, Stockton	New foodstore with associated car parking and landscaping.	31/03/10	Bus stops	£20,000.00
09/0012/FUL	Broomwood, Ingleby Barwick	Substitution of 140 no. retirement apartments and 6 no. houses for 46 no. dwelling houses and 12 no. apartments	07/05/10	Highways infrastructure and traffic regulation order	£2,000.00
09/1040/OUT	Land on the West of Queen Elizabeth Way,	Revised Hybrid application for development of B1 units and car showroom with associated access and highway works at land on west side of Queen Elizabeth's Way, Lockheed Close, Preston Farm Industrial Estate	18/05/10	Highways infrastructure	£41,000.00
				Highways - cycleway	£2,750.00
				Landscaping works	£18,978.00
				Highways - waiting restrictions	£2,000.00
				Highways - roundabout works	£441,000.00
10/0688/OUT	Land to the east of Fleckway and to the West of Earlsay, Teesside Industrial Estate, Stockton	Revised Outline application for erection of business/industrial development for uses within B1, B2 and B8 classes.	17/06/10	Local labour and materials requirement	n/a
10/0244/OUT	Bowesfield North, Bowesfield Industrial Estate, Stockton	Outline application for residential development and shop (250 square metres)	13/07/10	Highways - public transport infrastructure	£40,000.00
				Education contribution based on formula	
				Off site sports contribution	£153,849.00
				Employment - 10% local labour requirement	
10/1370/VARY and 09/1418/FUL	Former Running Track, Finchdale Avenue, Billingham	Application to vary condition 2 No (approved plans) of 09/1418/FUL (New Class D1 Primary Care Centre and Class A1 Associated Pharmacy).	12/08/10	Playing pitch funds	£126,000.00
10/1676/VARY	Mecca Bingo Club, 2 Chandlers Wharf, Stockton	Application under Section 73 to remove condition no. 8 (provision of footpath and cycleway) of planning approval 07/1954/FUL - Revised application for demolition of the vacant Netto store and the construction of a new building to be used as a casino, including change of use of part of the adjoining Mecca Bingo Club.	06/10/10	Highways - footpath and cycle way	£99,559.00
10/2183/FUL	1 Middleton Court, Stockton	Application to sub-divide one large flat into 2 No. dwellings.	28/10/10	Open Space Provision	£1,151.32

Application	Site Address	Brief Description	Date	S106 Details	Amount
10/2205/OUT	Junction of Perry Avenue and Dukes Way, Teesside Industrial Estate, Stockton	Outline application for erection of business / industrial development for uses within classes B1 (c), B2 and B8.	22/11/10	Local labour and materials requirement	n/a
10/2201/VARY and 10/2202/VARY and 09/1057/FUL	Aldi, 104 Yarm Lane, Stockton	Application under Section 73 to vary condition no. 12 of planning approval 09/1057/FUL to allow the store to be open between the hours of 0800 and 2000hrs Monday to Saturday, and between 1000 and 1800hrs on Sundays and Bank Holidays (6hrs trading only).	23/11/10	Bus stops	£20,000.00
09/3025/OUT	Land at Sand Hill, Ingleby Barwick	Outline application for residential development of 150 dwelling houses	22/12/10	Highways works	£500,000.00
				Highways works	£2,500,000.00
				Sports contribution	£111,827.00
09/3024/REM & 11/0652/REM	Land at Ashbrook/ Ringwood/Hazeldene, Ingleby Barwick	Reserved matters application for residential development of 356 dwellings	22/12/10	Local labour	n/a
10/2688/VARY	Former Visqueen Site with land at Yarm Road, Stockton-on-Tees	Application under Section 73 to vary condition nos. 2 (approved plans) 09/2385/FUL (Redevelopment of the former Visqueen factory, Yarm Road, Stockton-on-Tees, including provision of 474 dwellings with associated landscaping and infrastructure work) to allow revisions to elevational treatments of buildings	18/01/11	Education	£500,000.00
				Highways - traffic signals	£10,000.00
				Highways - Riverside route	£60,000.00
				Highways - Bus shelters	£40,000.00
				Off site play	£170,000.00
Monitoring costs	£2,730.00				
09/1899/FUL	Tesco Stores	Extension to existing food store with associated car parking and public realm at Tesco Stores, Myton Way, Ingleby Barwick	23/02/11	Highways - infrastructure works	£1,170,000.00
				Highways - design works	£130,000.00
10/3116/FUL	Land to the east of Durham Lane,	Erection of a building for B2 (general industrial) and associated B8 (storage) purposes, with ancillary office accommodation and associated car parking and servicing facilities	28/02/11	Highways - footpath and cycleway	£34,000.00
10/3025/FUL	Land at Cassell Work	New Electolyte Plant including a production building, electrical switch room, landscaped mound and associated works	21/03/11	Off site open space and landscaping	£8,476.25
10/2429/FUL	Yarm Medical Centre	Demolition of existing medical centre. Replaced with new build medical centre at Yarm Medical Centre, 1 Worsall Road, Yarm	28/03/11	Local labour and materials requirement	n/a

Delivering the Spatial Strategy

The Core Strategy aims to concentrate the majority of housing development in the Core Area of the Borough on previously developed land, complemented by other previously developed sites in the remaining urban area, as required. Although there will be some employment generation in the Core Area, associated with the development of North Shore and the riverside, the remaining urban area will play a greater role here, in expanding existing employment sites and supporting significant employment clusters and Key Employment Locations, which fall outside the urban area.

Local Indicator: Distribution of completed housing development

The Core Strategy sets a target of 50% of housing development to be located within the Core Area between 2016 and 2024. In 2009/2010, 12.76% of the dwellings completed within the Borough were located in the Core Area. In 2010/2011, the total number of dwellings completed was lower, however the proportion in the Core Area had risen to 20.00%. Of these completions, only one site was granted planning permission after the Core Strategy's adoption, representing three dwellings in the Core Area. As planning permissions granted since the Core Strategy's adoption come to be built, it is anticipated that the proportion of dwellings completed in the Core Area will increase.

Table 3 Distribution of completed housing development

Housing Sub Area	Dwellings Completed 09/10	Percentage	Dwellings Completed 10/11	Percentage
Billingham	61	8.56	47	7.64
Core Area	91	12.76	123	20.00
Ingleby Barwick	93	13.04	128	20.81
Rural	36	5.05	11	1.79
Stockton	231	32.40	166	26.99
Thornaby	193	27.07	106	17.24
Yarm, Eaglescliffe and Preston	8	1.12	34	5.53
Borough Total	713	100.00	615	100.00

Delivering Sustainable Transport and Travel

The Development Plan currently contains a number of policies which focus on sustainable transport and travel, including policies from both the Local Plan and the Core Strategy. Although the following policies are particularly relevant to transport developments, highways and accessibility issues are key factors in the determination of many planning applications.

Saved Local Plan Policies:

- TR1 Pedestrian Bridges
- TR4 New Cycle Routes
- TR8 Light Rail or Bus Way Transport Corridors
- TR12 Trunk Road Improvements
- TR18 Yarm Town Centre Parking
- TR19 Safeguarding A Rail Link to Seal Sands
- TR21 Employment Uses at Teesside Airport

Core Strategy

- CS2 Sustainable Transport and Travel

The Parking Provision for Developments SPD (2011) was adopted in October 2011 and provides applicants for planning permission with greater detail and guidance on the quantity and quality of parking required for various types of development.

The Local Development Framework has strong links with the Local Transport Plan (LTP). The LTP sets out how local policies and programmes will contribute to the national transport goals which take account of transport's wider impact on climate change, health, quality of life and the natural environment. The Borough's third LTP was adopted by the Council in 2011 and it is anticipated that in future years, a selection of its 15 monitoring indicators will be published in the LDF Annual Monitoring Report.

Previous AMRs contained two Core Indicators, however these have not been required since the 2008/2009 reporting year. The Core Strategy contains the following two local indicators related to transport.

- The amount of completed non-residential developments within Use Class Orders A, B and D complying with the car parking standards set out in the Local Development Framework
- Amount of new residential development within 30 minutes public transport time of various community facilities.

Local Indicator: Number of Cycle Trips (LTP15)

This Local Indicator is included in the Core Strategy, which sets a target of a 50% increase in the number of cycle trips made between 2004/2005 and 2010/2011. This was also a Local Transport Plan Mandatory Indicator (LTP3 within LTP2). Table 4 shows the average number of weekday cycling trips at seven count sites positioned on cycle routes throughout the Borough. The average increase in the number of cycle trips across the various count sites is 27.63%.

In future, the target for this indicator will be inline with the Borough's third Local Transport Plan, adopted in 2011. Indicator LTP15: Cycling Counts will monitor the total number of weekday cycle trips recorded at 18 permanent count sites within the Borough. Methods of collecting the data may be altered in the future and the baseline and targets altered accordingly. At present the baseline is the 2009/10 figure with a target of achieving a 10% year on year increase.

Table 4 Local Indicator: Number of Cycle Trips

Location of count site	Average weekday Cycling Trips at Automatic Count Sites, 2005 to 2011							% Diff. 2005 to 2011
	2005	2006	2007	2008	2009	2010	2011	
National Route 1, South of Harrowgate Lane, Stockton	23	23	31	26	33	46	51	54.90%
National Route 14, adjacent to A19 at South Road, Norton	23	39	33	42	42	38	35	34.29%
Stockton Cycleway – Grangefield Road, Stockton	76	77	127	60	87	78	86	11.63%
National Route 1, North of Tees Barrage – rear of Talpore PH	63	65	89	67	79	77	79	20.25%
South Stockton Link Stage 3, South of Concorde Way	58	73	84	60	93	64	78	25.64%
Ingleby Way, West of A1045 Thornaby Road	123	140	173	119	124	147	152	19.08%

The Council has continued to be proactive in developing and extending the Borough's cycle route network. Key achievements from past years include two new routes to school, the first linking the Hartburn estate to Hartburn Primary by surfacing and lighting the remainder of the former Castle Eden Walkway between Oxbridge Lane and Darlington Road. This link also provides community links to local amenities and Ropner Park. The second improves the link for cyclists travelling from Yarm Road and the Sunningdale estate in Eaglescliffe to Egglecliffe Comprehensive.

As part of the access improvements to Tees Heritage Park, a new cycle route between Ingleby Barwick and Preston Park has been created, following the west side of Queen Elizabeth Way before heading west across Preston Lane Nature Reserve into the Park. Cycle route improvements have also been carried out as part of larger schemes, for example the Tees Valley Bus Network Improvements scheme at Mandale Gyratory which improved north-south travel through the gyratory for cyclists.

The improvements made over the last five years to the Borough's cycle route infrastructure, along with soft measures to encourage cycling through school and workplace travel plans, guided cycle rides, annual cycling festivals, and the Active Travel project and associated Hub (a facility in Stockton Town Centre offering free cycle parking, route advice, maintenance courses and more) have all contributed to the increase in cycling levels shown in Table 4, along with a wider acceptance of environmental issues and, over the last two years, economic pressures and high fuel costs.

Local Indicator: Passenger Footfall at Railway Stations (LTP14)

The Core Strategy sets a target of increasing passenger footfall at the Borough's six railway stations to 720,000 by 2010. Similar data was required for Local Transport Plan 2 monitoring, which set a target of increasing rail passenger journeys by 3% per annum.

As footfall at each of the Borough's Rail Stations/Halts has been steadily rising for the last few years, the third Local Transport Plan sets a realistic yet challenging target of a 2.5% increase in footfall at each station. Table 5 shows progress to date.

Table 5 Passenger Footfall at Railway stations within the Borough

Station	Passenger Footfall		% Increase 2010 -2011
	2010	2011	
Allens West	59,316	59,174	-0.24
Billingham	68,487	68,457	-0.04
Eaglescliffe	109,580	123,309	12.53
Stockton	63,637	66,720	4.84
Thornaby	494,331	570,044	15.32
Yarm	125,656	131,997	5.05
Total	921,007	1,019,701	10.72

Local Indicator: Accessibility – Progress on Schemes Identified in Policy CS2: Sustainable Transport

Tees Valley Metro

£4.9 million of funding towards Phase 1 of Metro was secured in July 2009 through the Regional Funding Allocation. The remainder of Phase 1 funding is currently under review by the Government. Further phases of Metro have been planned, including new stations which will serve new developments at key regeneration sites, however these will not come forward until funding has been secured and developments are coming forward. Phase 2 Metro includes more new trains, new stations at Morton Palms, Teesside Park and Middlehaven, and refurbishment of other stations. Phase 3 of Metro includes track and signalling work on the Hartlepool to Nunthorpe line, new stations at Queens Meadow (Hartlepool), Nunthorpe Parkway and the Ings (Redcar), and refurbishment of other stations.

Tees Valley Major Bus Network Improvement Scheme

The Tees Valley Joint Strategy Unit, acting on behalf of the Council and its sub regional partner authorities, developed and submitted a Major Business Case for the Tees Valley Bus Network Improvements to the Department for Transport (DfT) in 2008. This identified that the existing strategic bus network was not particularly well co-ordinated between the five Tees Valley local authorities. The Tees Valley Bus Network Improvements Scheme seeks to improve significantly on the current situation and focuses on the delivery of upgrades to the 'Core Routes' which will involve a comprehensive series of bus priority measures to alter the traffic balance in favour of buses. Other elements of the scheme include improved passenger facilities on Core Routes, an agreed level of service specification, fares and ticketing improvements and other complimentary measures such as real time passenger information.

Two key infrastructure schemes have been completed in Stockton to date:

- Mandale Gyratory, Thornaby – Contraflow westbound bus lane installed on Mandale Road, with additional bus lanes and priority at either end, to significantly reduce journey times and provide improved access to Thornaby Station;
- Durham Road, Stockton – Bus lanes provided on approaches to two key junctions, including the Hardwick Road roundabout where new and modified filter lanes improve traffic flows.

All bus stops on the key corridors have been audited in order to determine the work required to bring them up to the desired high quality in accordance with an agreed protocol. Bus stop design standards have been agreed in order to ensure a consistent approach to facilities and infrastructure across the Tees Valley, taking into account the wide range of stop locations and layouts, and work is underway to deliver a large scale rollout of new bus shelters from 2012, coordinated with the other infrastructure improvements wherever possible. Research into the information requirements of

passengers at bus stops has been commissioned and improvements to the provision of real time information are being developed.

Further infrastructure improvements are planned, with all works due to be completed by March 2015. As the infrastructure works are completed on particular corridors, targeted marketing campaigns will be delivered in order to attract new bus users and grow patronage, backed up with a wide range of more general information in a variety of formats.

Delivering Sustainable Communities and Planning for Climate Change

To reflect the sections of the Core Strategy, the Environmental Quality section contained in previous AMRs has been split into three sections:

- Delivering Sustainable Communities and Planning for Climate Change;
- Delivering Community Facilities; and
- Protecting and Enhancing the Environment.

This is the first of those sections, the others can be read later in this document. Core Strategy Policy CS3: Sustainable Living and Climate Change is particularly relevant to this topic; however other policies may also be used to determine planning applications. The Sustainable Design Guide SPD, adopted in October 2011 will become relevant in subsequent years.

Flood Risk

The Borough's Strategic Flood Risk Assessment (SFRA) provides the Council with a central source of all relevant flood risk information and the evidence base to inform and justify local policies in the Local Development Framework (LDF).

The Council commissioned an update of the Strategic Flood Risk Assessment for the Borough in 2007, in response to a new River Tees Flood Model issued by the Environment Agency. Both a Level 1 and Level 2 assessment were carried out. A Level 1 assessment is based purely on the collation of existing flood risk information, whilst a Level 2 assessment gives a much more detailed view of flood risk at potential development sites. This was updated in June 2010 and is available on the Council's website.

During 2010/2011, the Authority consulted the Environment Agency on 102 planning applications. None of these were determined contrary to the agency's advice on either flooding or water quality.

Renewable Energy Generation

Core Strategy Policy CS3: Sustainable Living requires that 'for all major developments, including residential developments comprising 10 or more units, and non-residential developments exceeding 1000 square metres gross floor space, at least 10% of total predicted energy requirements will be provided, on site, from renewable energy sources'. Generally this requirement has been included as a condition of the planning permission, with details to be agreed with the Council at a later stage. This makes monitoring applications more difficult, however work is underway to rectify this deficiency. It is also acknowledged that some smaller developments, which do not require planning permission, are not currently being systematically recorded in monitoring systems.

The Council previously monitored renewable energy generation permitted and installed using a table similar to Table 6 under Core Indicator E3. It is anticipated that the monitoring of renewable energy capacity will improve in coming years as more developments come forward. The figures for 2010/2011 include permission for the erection of four wind turbines and associated infrastructure on land to the west of Stillington (10MW) and permission for the development of a materials recycling facility and production of energy from waste on New Road, Billingham. A number of smaller projects were also approved and completed during the reporting period.

Table 6 Permitted and Installed Renewable Energy Capacity

		Permitted Installed Capacity (MW)	Completed Installed Capacity (MW)
Wind on shore		10.005	0
Solar photo voltaics		0.01004	0.01224
Combined Heat and Power		0	0.07
Hydro		0	0
Biomass	Landfill gas	0	0
	Sewage sludge digestion	0	0
	Municipal (and industrial) solid waste combustion	12	0
	Co-firing of biomass with fossil fuels	0	0
	Animal biomass	0	0
	Plant biomass	0	0
Total			

Code for Sustainable Homes

The Government and a number of interested parties established the Code for Sustainable Homes in 2006. The Code is intended as a single national standard to guide industry in the design and construction of sustainable homes in nine categories:

- energy/CO²
- pollution
- water
- health and well-being
- materials
- management
- surface water run-off
- ecology
- waste

Core Strategy Policy CS3 states that all new residential developments will achieve a minimum of Level 3 of the Code for Sustainable Homes up to 2013, and thereafter a minimum of Code Level 4.

The Code for Sustainable Homes level has been recorded against planning applications granted since the Core Strategy was adopted, however very few completions have been recorded on sites approved since March 2010. It is anticipated that there will be sufficient data to meaningfully record this local indicator in future years.

Delivering Economic Regeneration and Vibrant, Viable Town Centres

The Development Plan currently contains policies from the Local Plan, Alteration No. 1 to the Local Plan and the Core Strategy which are relevant to business development and town centres. Further policies, particularly employment land allocations and town centre (including district, local and neighbourhood centres) designations will be added through the Regeneration DPD which is moving towards the Preferred Options consultation stage.

The following extant policies are particularly relevant to business development and town centres; however other policies may also be used when determining applications for planning permission.

Saved Local Plan Policies

- EN16 Land Allocation (Crosby Sarek)
- EN17 Site Allocations (Mixed Use)
- EN20 Reuse of Rural Buildings
- EN36 New Hazardous Development
- EN37 Expansion of Hazardous Installations
- EN39 Industrial or Commercial Development Near Hazardous Installation
- EN40 Storage And Use Of Hazardous Substances
- IN1 Business & General Industry
- IN2 Allocations for General Industry, Storage and Distribution
- IN3 Port Related
- IN4 Prestige Sites
- TR21 Employment Uses at Teesside Airport

Saved Alteration No 1 to the Local Plan Policies

- S2 Major retail development and other town centre uses beyond defined retail centres
- S4 Development and change of use within Stockton town centre's primary shopping frontage
- S5 Development and change of use within Stockton town centre's secondary shopping frontages
- S6 Development and change of use within the wider Stockton town centre boundary
- S7 Development and change of use within Thornaby and Billingham District Centres
- S8 Retail and non-retail development within Yarm district centre
- S9 Protection of residential zones within Yarm district centre
- S10 Local and neighbourhood centres
- S11 Protection of Residential Zones within Norton local centre
- S13 Major development opportunities within retail centres
- S14 Use Classes A3, A4 and A5 'Food and Drink'
- S15 Small scale shopping outside retail centres
- S16 Shop Front Design
- S17 Loss of retail units outside designated centres
- S18 Farm shops and horticultural nurseries

Core Strategy

- CS4 Economic Regeneration
- CS5 Town Centres

Local Enterprise Partnerships

As part of the Government's on-going reform of the planning system and governance of economic development, Regional Development Agencies have been abolished and replaced in some areas by Local Enterprise Partnerships (LEP). The Government considers that a LEP is a locally-owned partnership between local authorities and businesses which play a central role in determining local economic priorities. In October 2010 the Tees Valley was one of the first 24 areas in the country to successfully secure LEP status. The leadership board of the Tees Valley LEP is made up of the political leaders of the five Tees Valley Local Authorities and business representatives including the president of SABIC (Saudi Basic Industries Corporation) and the Vice Chancellor of Teesside University, amongst others.

Enterprise Zones

The announcement in the Government's 2011 budget that the Tees Valley Local Enterprise Partnership Area will become an Enterprise Zone is likely to have a major affect on the economy of Stockton Borough. Enterprise Zones reflect the Government's core belief that economic growth and job creation should be led by the private sector. The Zones will be focused on removing barriers to private sector growth with lower tax levels for business and a reduced planning regime and a lighter regulatory and administrative burden.

Three areas within Stockton Borough have been identified, as part of an innovative Enterprise Zone that includes a number of sites in other local authorities across the Tees Valley. These sites are: Belasis Hall Technology Park, New Energy & Technology Park² and North Shore. Planning Services have been actively involved in the streamlining of the planning process for these areas. More information will be included in the 2011/2012 AMR, when the exact details of the enterprise zone and monitoring framework have been established.

Employment Land Availability, Take Up and Loss

Table 7 summarises the total amount of land available within the Borough by employment sector and status. Of the allocated land total, about 32 hectares of land at Belasis Avenue North and South was recommended for de-allocation within the Council's Employment Land Review. This de-allocation will be pursued through the Regeneration DPD and following the DPD's adoption, this site will be removed from the Council's employment land supply.

Table 7 Employment land availability by type (hectares)

	Allocated land	Unallocated 'available' land	Outline Planning Permission	Detailed planning permission	Total Available
General Employment	143.21	21.78	13.48	36.51	214.98
Mixed Use	10.26	0.97	12.00	1.43	24.66
Key Employment Location	0.00	0.00	0.00	114.14	114.14
Airport	0.00	0.00	0.00	43.13	43.13
Process Industries	185.98	17.66	56.88	107.48	368.01
Port	22.39	6.64	0.69	12.13	41.85
Total	361.84	47.06	83.05	314.83	806.78

Table 8 shows how the availability of land has changed throughout the first phase of the plan period by land type. Land availability varies year on year because of land take up, refinement of mapping systems and identification of new available land.

Table 8 Employment land availability over the plan period (hectares)

Type	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
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² This site is located at North Tees Pools and is available following the ongoing infill of the former Reclamation Pond, which commenced during the monitoring period.

General Employment	219.36	248.85	234.72	236.829	238.147	229.99	214.06
Mixed Use	34.63	31.66	31.01	17.42	17.42	24.67	24.67
Key Employment Location	142.45	104.3	102.81	118.32	113.2	114.98	114.15
Airport	186.8	80	80	60	50	50	43.13
Process industries	426	387.74	380.4	344.3	344.3	337.35 ³	337.35
Port Related	56.26	51.91	80.18	80.18	79.58	86.54	72.51
Total	1065.5	904.46	909.12	857.049	842.647	843.53	805.87

Employment land is 'taken up' when development starts on a site and it becomes unavailable for other uses. Total employment land take up in 2011/2012 remained relatively low (6.32 hectares) following the recent economic uncertainty.

Within the monitoring period, two developments resulted in the take up of employment land. The take up figures are dominated by the development of a large (5 hectares plus) industrial development at Durham Lane Industrial Estate, where take up in recent years has been low. The proposal involves the relocation of Nifco UK to new premises which will expand the workforce at the plant by 120 jobs to 300 jobs. It is anticipated that the floorspace completion for the plant will be recorded in the 2011/12 period. The smaller development is a training centre at Preston Farm Industrial Estate, accounting for just under 1 hectare.

Table 9 shows employment land take up for all employment sectors since the beginning of the plan period in April 2005. From 2004 to 2011, the take up of employment land averaged at 10.94 hectares per annum, 2.04 hectares per annum lower than the target in the Core Strategy DPD.

Table 9 Employment land take up over the plan period (hectares)

	2004/05	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	Total
Total	8.9 ⁴	33.40	9.27	12.44	4.92	1.30	6.32	76.55

During the plan phase 2004 to 2011, about 100 hectares of land which had been previously in employment use or monitored as expansion land for existing employment uses, has been granted planning permission for residential development. About 50 hectares of this land has been developed during the phase.

These planning permissions have generally been focused on unallocated, brownfield areas where it has been demonstrated that the site is no longer viable or suitable as an employment site. Locations where these applications have been permitted include amongst others, Allens West (permission granted); Visqueen (development commenced) the Parkfield/ Bowesfield Lane area (development substantially complete); and the Old Airfield Estate in Thornaby (development substantially complete).

The table below includes mixed use developments at Queens Park North and the Bowesfield Park site. Queens Park North was previously a general industrial area, which became derelict and was allocated for a mixed-use development. The permission granted on the area, so far, is predominantly housing. Bowesfield Park was also granted consent for a mixed use development. The master plan for the area showed that the majority of the site would be developed for employment use. Subsequent planning permissions have been for residential use, reducing the availability of land within the site for employment uses.

³ This figure has been corrected from that published in previous AMRs

⁴ Prior to 2005/06 employment land take up was monitored on a calendar year basis. The figure represented in this table for 2004/05 covers the period January 2004 to May 2005, as displayed in the 2004/05 AMR.

Table 10 shows the amount of employment land granted consent for residential use during the plan period. The average amount of employment land granted residential permission per annum equals 14.29ha per annum. In the long term this trend is considered to be unsustainable.

Table 10 Loss of employment land - planning permissions (hectares)

Loss of Employment Land Permitted					
Period	Allocated	Mixed Use	Not Allocated	Planning Permission	Grand Total
2004-2005	1.46		9.40		10.85
2005-2006			8.00		8.00
2006-2007			14.02		14.02
2007-2008		14.15	2.60	0.57	17.33
2008-2009			0.17		0.17
2009-2010			42.45		42.45
2010-2011				6.19	6.19
Grand Total	1.46	14.15	76.64	6.76	99.01

Table 11 shows the amount of these permissions which have actually been taken up. The take up of these consents was calculated from the start of development of the first dwelling on each site, as recorded in the Council's housing monitoring database. The average amount of employment land lost to housing during the phase is 7.07 hectares.

Table 11 Loss of employment land - commencement of residential development (hectares)

Loss of Employment Land Take up			
Period	Allocated	Not Allocated	Total
2004-2005			0
2005-2006		6.65	6.65
2006-2007	1.46	6.19	7.64
2007-2008		10.31	10.31
2008-2009			0
2009-2010			0
2010-2011		24.91	24.91
Total	1.46	48.07	49.52

Future phasing of general employment land

Policy CS4 point 3 includes significant detail on phasing in order to manage the supply of employment land. This is intended to prevent a situation where an oversupply of land has a detrimental impact on the commercial property market and to ensure that employment land remains available towards the end of the plan period.

During the 2004-2011 period 0 hectares of land were identified for release through phasing. This is because of some 70 hectares of planning permissions available, and the take up of employment land which had already occurred. As Core Strategy Policy CS4 accepted the release of these sites within the previous plan phase, the renewal of these consents will be continue to be supported.

CS4 states that 60 hectares of land will be released during the 2011 to 2016 period. Given the current economic climate the Council is likely to take a light touch approach to the phasing of employment land during this period, especially where an end user for a development site has been identified. The Council therefore will monitor the amount of planning permissions granted during this period in accordance with the policy. All new planning permissions between April 2008 and April 2011 will be subtracted from the 2011 to 2016 phase as the Core Strategy only refers to planning permissions prior to April 2008. It is

anticipated that because of the recent economic problems, this will account for a relatively small area of land.

Key Employment Location

The Core Strategy identifies land at Wynyard as a Key Employment Location. This designation has been rolled forward from the Regional Spatial Strategy. The Key Employment Location is branded as 'Wynyard Park' and is made up of three sites, known as Wynyard One, Two and Three. Wynyard One and Two are located within Stockton Borough, whilst Wynyard Three is located within Hartlepool Borough.

Reserved matters planning permissions have been granted for the entirety of Wynyard One and Two. It is anticipated that these will all be partially implemented before they are due to lapse in 2011/12 monitoring period. During 2011/12 no development took place on Wynyard One or Two. This is a continuation of a trend which began as a result of the economic instability of recent years.

According to the Council's figures there are 47.89 hectares of land available at Wynyard One and 66.26 hectares available at Wynyard Two.

Wynyard Three is located within Hartlepool Borough and Stockton Council works closely with colleagues there regarding developments at Wynyard Park. It is understood that the reserved matters applications for this site have also been approved. Hartlepool Borough Council's Core Strategy Preferred Options document published in November 2010 also included a potential allocation of executive housing on part of Wynyard Three. Planning approval was also granted for a hospital on Wynyard Three in 2010, however the funding for this scheme was cut in June 2010. North Tees Primary Care Trust is understood to be exploring other avenues of funding for a smaller proposal.

Employment Floorspace

The level of employment floor space developed within the Borough can also be a significant indicator of demand. However, due to the complexity of monitoring all types of development, the Council has focused on the creation of new floor space through the development of new buildings. Change of use applications are therefore not included in any of the figures in this part of the Annual Monitoring Report.

Table 12 shows the amount of floor space completed during the plan period.

Table 12 Employment floor space permitted during the reporting year

Type	Floorspace (sq.m)
B1	1,515
B1 Ancillary	0
B2	1,488
B8	0
Hybrid	0
Other	795
Total	3,798

Table 13 shows the total amount of floor space committed within the Borough by the type of application and the use class permitted. The planning permissions which make up these commitments are outline below.

Table 13 Employment floor space committed within the Borough by use class (square metres)

Application	B1	B2	B8	Ancillary B1	Hybrid	Other	Total
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Detailed Consent	113,311	73,462	254,610	9,690	77,727	30,530	559,330
Outline Consent	118,028	10,000	40,476	0	1,858	32,729	203,091
Grand Total	231,339	83,462	295,086	9,690	79,585	63,259	762,421

B1 Use: The majority of the 230,000sq.m of office consents in the table are focused at:

- North Shore – about 85,000sq.m
- Preston Farm – about 30,000sq.m
- Wynyard Park - 60,000sq.m+, additional office development is also permitted in Hartlepool Borough
- Portrack Interchange – about 18,000sq.m
- Teesdale – just under 10,000sq.m
- Teesside Industrial Estate – 8,400 sq.m as one of the options for a logistics warehouse development (see below), other options for this development identify no B1 floorspace
- Bowesfield – about 4,000 sq.m in Surtees Business Park and 2,700 sq.m in Bowesfield Park

B2 Use and Hybrid units: These two columns account for about 150,000sq.m of floorspace. The majority of the B2 floor space is permitted at Wynyard, Portrack Interchange, and Allens West as part of the mixed use development permitted there. The hybrid permissions cover a number of speculative planning permissions and allow hybrid buildings which could be used flexibly for B1/B2 use, B2/B8 use, B1/B8 use, or another alternative mix of uses. This floor space is focused at Durham Tees Valley Airport (about 70,000sq.m) and Wynyard Park (about 6,000sq.m).

B8 Use: The majority of the 295,000 sq.m of logistics developments floor space is permitted at:

- Durham Tees Valley Airport - 3 units totalling about 95,000 sq.m;
- Wynyard Park – total of 150,000 sq.m of which 117,000sq.m is covered by 5 buildings;
- Teesside Industrial Estate – permission granted in outline and has three options, largest scheme could create one 40,000 sq.m warehouse

These nine units total 252,000 sq.m and equate to 85% of the supply of B8 floor space. Some hybrid units have a flexible permission allowing B8 as well as other uses. The three buildings at Durham Tees Valley Airport may be restricted to airport related uses.

North Tees Area

Given its location at the Tees Estuary, development in the North Tees area must be sensitively designed and located to ensure that there is no harm to important bird populations and other habitats. Throughout the plan period the Council has been involved in a study looking at the use of land at Seal Sands and North Tees by birds of the Teesmouth and Cleveland Coast Special Protection Area. Monitoring of bird populations in areas was completed at the beginning of 2011, the report is being finalised and is expected to be completed during the 2011/12.

Durham Tees Valley Airport

The reserved matters planning permission on the South Side of Durham Tees Valley Airport permits the floor space set out in Table 14.

Table 14 Permitted floor space at Tees Valley Airport

Plot	General B1	B2/B8	B8	Ancillary B1	Total
Plot 1	-	3,600	-	480	4,080
Plot 2	1,693	-	-	-	1,693
Plot 3	-	19,423	-	864	20,287

Plot 4	-	7,440	-	480	7,920
Plot 5	-	-	35,424	1,344	36,768
Plot 6	-	-	16,992	768	17,760
Plot 7	-	-	42,222	1,344	43,566
Plot 8	-	15,648	-	576	16,224
Plot 9	-	14,208	-	576	14,784
Plot 10	-	11,376	-	480	11,856
Total	1,693	71,695	94,638	6,912	174,938

The permission granted originally restricted the site to 'airport related uses'. This was relaxed, in accordance with policies in the Regional Spatial Strategy, to allow 20 hectares of land for general employment use. In accordance with the RSS, the remaining 50 hectares of the land is permitted for airport related uses. Development has not commenced.

Town Centres

Stockton Town Centre is the largest shopping centre in the Borough, providing most of its shopping and service needs in a wide range of commercial units. It is also a strong public transport interchange and has good pedestrian and cycle links to surrounding neighbourhoods. The Council recognises that this retail economy and its environment must be strengthened if it is to meet changing demands and retain its central service function and status as a Town Centre. During 2011, the Council's Regeneration Team launched the Stockton Town Center Prospectus. This document sees the future of Stockton Town Centre as 'a modern, successful and vibrant market town with high quality public spaces and a growing retail offer that serves the needs of residents of the Borough'.

The Council has distinguished between primary and secondary Shopping Frontages in the Town Centre in Alteration No 1 to the Local Plan (2006). Policy S4 states that proposals for the development of or change of use to non-retailing use at ground floor level will be permitted if a number of criteria are met, including that the additional use results in no more than 10% of the sum total of the length of primary shopping frontages being in non-retail use. Similarly, Policy S5 states that proposals for the development of or change of use to non-retailing use at ground floor level within the secondary shopping frontage will be permitted if a number of criteria are met, including that the additional use results in no more than 40% of the sum total of the length of street frontages in non-retail use.

In Yarm Town Centre, Policy S8 states that proposals for new development and change of use at ground floor level, from retail (Use Class A1) within the defined boundary of Yarm District Centre will be permitted provided that a number of criteria are met, including that no more than 60% of the High Street's overall length of frontage will be given over to non-retail uses following implementation of the proposal.

Table 15 shows the position at 31 March 2011 in both Stockton and Yarm. As in 2009/2010, both the limits set in policy S4 and S5 have been breached, suggesting that the loss of retail and the development of other uses in both Stockton's primary and secondary frontages should be resisted. In both Stockton frontages, the level of non-A1 use has increased since the previous Annual Monitoring Report was published, however in Yarm the proportion of non-A1 use has decreased. These trends may be partly explained by improved monitoring linking occupier data to unique property reference numbers.

Table 15 Stockton and Yarm Shopping Frontages in A1 and Non-A1 Use

Use class	Frontages		
	Stockton Primary	Stockton Secondary	Yarm
A1	84.97%	44.68%	46.3%
Non -A1	15.03%	55.32%	53.7%

Table 16 shows the number and proportion of vacant units in Stockton's primary and secondary shopping frontages. Since 2009, the proportion of vacant units in both frontages has decreased, although vacancy rates in the secondary shopping frontage rose slightly in 2011.

Table 16 Vacant Units in Stockton's Shopping Frontages

Year	Primary Shopping Frontage		Secondary Shopping Frontage	
	Number of Vacant Units	Proportion of Vacant Units	Number of Vacant Units	Proportion of Vacant Units
31/3/2009	33	18.23%	21	22.34%
31/3/2010	29	16.02%	15	15.96%
31/3/2011	30	16.39%	19	19.59%

Previous AMRs have included Core Indicator BD4, which monitored the development of Town Centre Uses, both within and beyond the Town Centre. Due to the complexity of monitoring this indicator and the difficulty in ensuring comprehensive data, the Council has decided against continuing to monitor this indicator. Next year's AMR will contain the following information as a replacement:

- amount of retail floorspace with planning permission, commenced, completed in the monitoring period, broken down by location and type;
- restaurant and public house development, by location and type;
- new leisure developments by location and type.

Office development will be monitored under the economic development section of the AMR in order to avoid repetition of information.

It is acknowledged that Stockton Town Centre is not performing to its full potential. This is demonstrated by the Core and Local Indicators collected as part of this AMR and local knowledge of the Town Centre. There are a number of vacant properties within the primary and secondary shopping frontages and the wider town centre.

In addition, the Council has noted that the recent recession has also had an impact on vacancy rates within the Primary Shopping Area, which were already above the national average. As well as the more recent recession, a number of potential explanations for this were identified in the Stockton Town Centre Study, completed in 2007. It is intended that the Town Centre policies in Regeneration DPD will build on Core Strategy Policy CS5: Town Centres, which seeks to protect Stockton's vitality and viability. It is anticipated that policies will adopt a more flexible approach towards vacant units, splitting the frontage into smaller sections with similar characteristics whilst maintaining a presumption in favour of retaining retail (A1) uses on the High Street. This approach is in accordance with the approach suggested in the Stockton Town Centre Study and a subsequent report to the Council's Cabinet. Landlords and leaseholders of vacant premises are encouraged to contact the Town Centre Manager and Spatial Planning Team to discuss the merits of particular schemes.

The Stockton Town Centre Prospectus gives details of a number of schemes intended to bring improvements to the town centre including:

- Public realm improvements to the northern end of the High Street, including short stay parking;

- An area of high quality public realm in the central High Street, giving a focal area and improving the setting of the Town Hall;
- Improvements to the southern end of the High Street, bringing improved facilities for bus users and further short stay car parking; and
- Refurbishment of the Globe Theatre, investment in historic areas and redevelopment of Stockton Central Library.

Delivering Community Facilities

To reflect the sections of the Core Strategy, the Environmental Quality section contained in previous AMRs has been split into three sections:

- Delivering Sustainable Communities and Planning for Climate Change;
- Delivering Community Facilities; and
- Protecting and Enhancing the Environment.

The following policies are particularly relevant to this section, however other policies may also be used in the determination of planning applications.

Saved Local Plan Policies

ED4 Teesdale University Site
REC1 Outdoor Playing Space
REC4 Ingleby Barwick Park
REC8 Tees And Leven Country Park
REC11 Designated Footpaths
REC13 Cable Ski Course
REC16 Marina
REC17 Public Landing Points
REC18 Slipways
REC19 New Slipways

Core Strategy

CS6 Provision of Facilities
CS10 Planning Obligations

Open Space, Recreation and Landscaping Supplementary Planning Document

Planning Obligations Supplementary Planning Document

Community Infrastructure

Core Strategy Policy CS6: Community Facilities makes reference to a wide range of community facilities, including open space, cultural venues, sports, education and health facilities. These may be delivered as projects in their own right, or in relation to other planning approvals, as seen in the Delivering Infrastructure section of this document.

Education

The Core Strategy states that Building Schools for the Future and capital investment in education will be supported, however, in July 2010 the Government announced that those Building Schools for the Future (BSF) programmes that had not reached Financial Close, as was the case in Stockton, were to stop.

The Council is now developing a strategy which aims to ensure there continues to be excellent secondary school provision across the borough.

Local Indicators: Open Space and Community Facilities

Two indicators were included in the Core Strategy Implementation Plan which related to this policy area. Unfortunately it has been identified that the two indicators, 'Provision of Open Space in New Housing Developments' and 'Provision of New Facilities for Community Use' are not specific enough to produce meaningful data. New, more appropriate indicators will be included in the Regeneration DPD.

Delivering Housing

The Development Plan currently contains a number of policies which focus on housing, including policies from both the Local Plan and the Core Strategy. The policies relating to the spatial strategy and housing in the Core Strategy are currently under review as detailed in the 'Delivering the Local Development Framework' section. However, these policies have been in use during the reporting year and continue to be important to achieving the LDF vision.

In due course, further policies such as site allocations will be added through the Regeneration DPD. The following extant policies are particularly relevant to housing:

Saved Local Plan Policies

- HO1 Housing Allocations
- HO3 Development on Unallocated Sites
- HO6 Residential Conversions
- HO12 Extensions and Other Residential Development
- HO13 Extensions for Dependent Relatives

Core Strategy

- CS1 Spatial Strategy
- CS7 Housing Distribution and Phasing
- CS8 Housing Mix and Affordable Housing Provision
- CS9 Provision for Gypsies and Travellers and Travelling Showpeople

Housing Delivery

In early 2010, the Council identified that not enough housing sites had been identified that were compliant with the adopted Core Strategy and which could deliver the number of homes that need to be built in the Borough by 2028. This was the beginning of the Core Strategy Review process.

The housing requirement for the Borough stated in the Regional Spatial Strategy for the period 2004 to 2021 is 9,470 dwellings. This is an average of 555 dwellings per year (figure rounded), as shown in Table 17. The Core Strategy Review is expected to be adopted in 2013 and it is a requirement of national guidance that local planning authorities plan for 15 years of housing delivery. Therefore, the Core Strategy Review Issues and Options document rolled this figure forward to provide the requirement for the years 2021 to 2028. The phasing periods have been adjusted to start from 2013 but the annual requirement for each year has been retained from the RSS, as shown in Table 18.

Table 17 Planned Housing Periods and Provision from RSS

RSS Phase	Total Dwelling Requirement in Phase	Dwelling Requirement per annum
2004 - 2011	4200	600
2011 - 2016	2650	530
2016 - 2021	2625	525
2021 - 2024	1665	555
Total	11,140	

Table 18 Planned Housing Periods and Provision from Core Strategy Review Issues and Options

Core Strategy Review Delivery Phase	Total Dwelling Requirement in Phase
2004 - 2013	5260
2013 - 2018	2640
2018 - 2023	2685
2023 - 2028	2775

The data shown in Table 17 and Table 18 has previously been recorded as Core Output Indicator H1a.

Recent levels of housing delivery have previously been shown by Core Indicators H2a and H2b .The figures given in Table 19 are consistent with the Housing Flows Reconciliation Return. The net additional dwellings figure is calculated as follows:

Total completions = New Build Completions + net provision through COU/conversions – demolitions
--

A dwelling is a self-contained unit of accommodation. Further information on definitions can be found on the Communities and Local Government website. Data on planning permission for dwellings, starts, completions, conversions, changes of use and demolitions is gathered by the Spatial Planning Team from a variety of sources and is stored on the Council's Housing Database.

Table 19 Net additional dwellings over the plan period and the reporting year

	Net Additional Dwellings	Proportion of RSS Requirement
2004/2005	345	57.50%
2005/2006	387	64.50%
2006/2007	564	94.00%
2007/2008	1141	190.17% ⁵
2008/2009	496	82.67%
2009/2010	542	90.33%
2010/2011	459	76.50%

The total of 459 net additional dwellings delivered in Stockton represents over 76.50% of the 600 dwelling target. Although this is a fall from previous years, house building in Stockton has been consistently close to achieving the target set for the latter part of the plan period. It seems likely that this reduction in housing completions is a result of the uncertain economic climate. The majority of demolitions were part of major regeneration schemes.

Following a relatively high number of dwellings gaining planning permission in 2009/2010 (over 1800), only one site of over 10 dwellings was granted permission during 2010/2011. This was at Park View in Thornaby, where permission was granted for 42 dwellings.

Housing Trajectory

The Borough's Housing Trajectory shows the levels of actual and projected completions over the plan periods identified in Table 17. Showing past performance and estimating future performance based on planning permissions and anticipated housing allocations, the

⁵ The particularly high figure seen in 2007/2008 is considered to be partly due to good performance and partly a result of the introduction of new monitoring systems which identified a number of previously unrecorded completions

trajectory enables the Council to use the 'Plan, Monitor, Manage' approach to housing delivery outlined in Planning Policy Statement 3. This assists the Authority in predicting whether there is likely to be a shortfall or surplus and plan accordingly in order to meet the net annual gain requirements. In 2011, this process prompted a review of the Core Strategy's housing policies, as discussed in earlier sections.

The data contained in the housing trajectory is largely based on the Council's Housing Database, alongside information provided by developers and other Council departments. However, the following assumptions have been built into the calculations the trajectory is based on:

- The majority of existing planning permissions will be implemented, unless site specific deliverability issues have been identified;
- There is currently permission for 269 dwellings on small sites which have not yet been completed. The average build out rate of small sites over the previous three years was approximately 60 dwellings per annum and this figure has been reflected in the five-year supply calculation;
- Demolitions have been included in accordance with the proposed schedule;
- In April 2011 all developers with planning permission(s) for 10 dwellings or more were contacted and asked to provide their delivery schedule for the permission(s). These schedules have been built into the trajectory. When developers have not provided delivery schedules the Council has had to estimate delivery rates. In doing so, the Council has developed a methodology for estimating delivery rates.

Table 20 sets out the information shown graphically in Figure 2 previously recorded under Core Output Indicator H1c. These figures reflect a combination of the Core Strategy and the Core Strategy Review Issues and Options document. As discussed above, the Core Strategy Review Issues and Options document extended the plan period for three years to 2028, including the housing requirement of 555 dwellings per annum. The indicative allocations referred to in the Core Strategy have been retained as they remain adopted policy.

Evidence gathered by the Council strongly suggests that sufficient sites cannot be identified in the Core Area with enough certainty that they will be developed in the period 2013 to 2028. This is based on assessment of the deliverability of potential housing sites in the Core Area that has concluded that the public investment required for these sites is too uncertain to be relied on. Therefore, it is anticipated that the undersupply over the plan period is likely to be greater than that shown by the monitor and manage lines in Figure 2. This will be resolved by the ongoing Core Strategy Review.

Table 20 Net additional years and managed delivery target

	Net additional dwellings trajectory	Potential Allocations	Annualised Plan Target	Managed delivery target
11/12	377		530	554
12/13	419		530	566
13/14	529		530	575
14/15	688		530	579
15/16	919		530	570
16/17	667	220	525	541
17/18	469	220	525	510
18/19	402	220	525	492
19/20	367	220	525	477
20/21	285	220	525	464
21/22	194	217	555	458
22/23	174	217	555	465
23/24	167	216	555	480
24/25	94	216	555	505
25/26	94		555	570
26/27	84		555	807
27/28	49		555	1531

Supply of Deliverable Housing Sites

This former National Indicator monitors the supply of ready to develop housing sites. The relevant years 2012/2013 to 2016/2017 are highlighted in Table 20 above.

The housing trajectory shows that 3222 net completions are anticipated on developable sites during the relevant five year period. However, the planned housing provision required over the same period is 2645. This means that the Council has demonstrated a five year supply of deliverable sites.

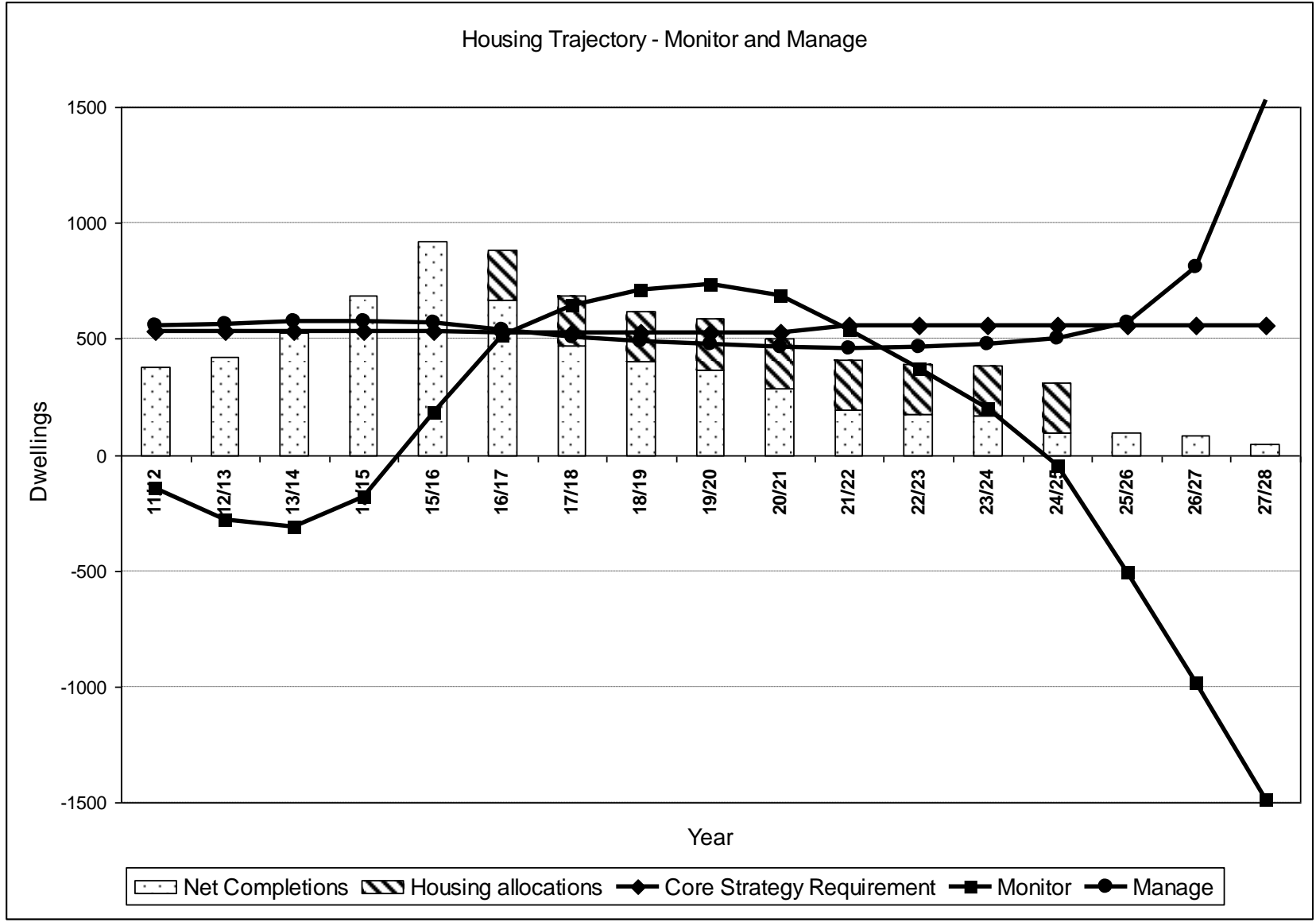


Figure 2 Housing trajectory graph

Previously Developed Land

Planning Policy Statement 3: Housing defines previously developed land as that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. There are a number of exclusions from this definition and in June 2010 these were extended to include land in built-up areas such as private residential gardens, parks, recreation grounds and allotments, which, although it may feature paths, pavilions and other buildings, have not been previously developed.

Local Indicator: New and completed dwellings on previously developed land

Core Strategy Policy CS7 sets a target of 75% of housing completions in the Borough being on previously developed land. The justification for this policy suggests that a cumulative target of achieving 75% of housing completions on previously developed land in the period 2008 to 2016 is realistic. This will be reviewed post 2016, with a new target depending on the allocations made through the Regeneration DPD.

Table 21 sets out the proportion of dwellings built on previously developed sites from 2004 to 2011. During 2010/2011, 457 of the 615 dwellings completed were built on previously developed land, equating 74.31%. This continues the upward trend seen since 2004, as seen in Figure 3. From 2008/2009 to 2010/2011, 72.15% of dwellings have been built on previously developed land, meaning that the 75% target is not currently being achieved (see Table 22). It is anticipated that this will improve as planning applications are determined in accordance with the Core Strategy. In addition, as planning permissions in Wynyard and Ingleby Barwick are completed, along with the plentiful supply of previously developed land within the urban core of the Borough and regeneration schemes, it is anticipated that the proportion of completions on previously developed land will rise even further.

Table 21 Proportion of Housing Development on Previously Developed Land

	Proportion of dwellings built on previously developed land since 2004
2004/2005	29.30%
2005/2006	38.10%
2006/2007	58.70%
2007/2008	59.40%
2008/2009	72.52%
2009/2010	69.99%
2010/2011	74.31%

Table 22 Cumulative proportion of housing development from 2008 to 2011

	Housing completions		Percentage
	Brownfield	Greenfield	
08/09	438	166	72.52
09/10	499	214	69.99
10/11	457	158	74.31
Cumulative Total	1394	538	72.15

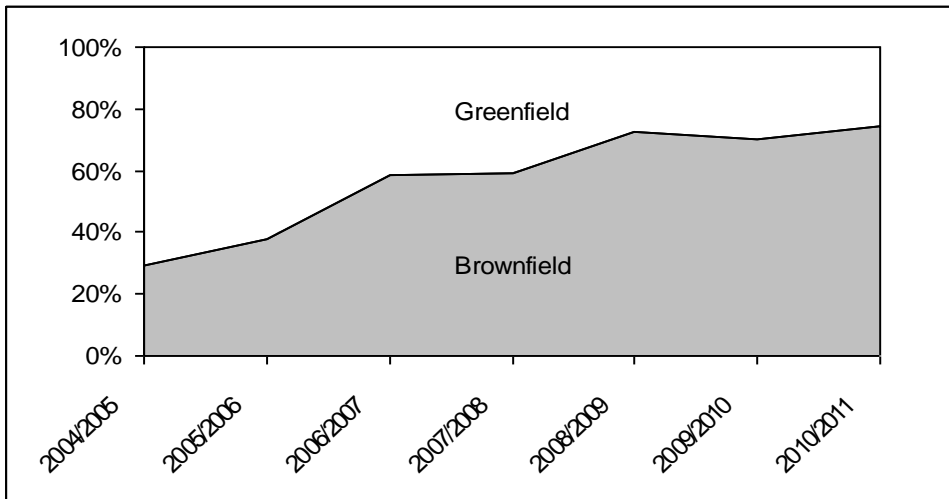


Figure 3 Proportion of dwellings built on previously developed land

Housing Distribution and Mix

Core Strategy Policies CS1 Spatial Strategy and CS7 Housing Distribution and Phasing seek to prioritise brownfield sites in the Core Area (as defined on the Core Strategy Strategic Diagram) for housing development, followed by sites elsewhere in the conurbation and sites which support the regeneration of Stockton, Thornaby and Billingham.

As discussed in the 'Delivering the Spatial Strategy' section, the Core Strategy sets a target of 50% of housing development to be located within the Core Area between 2016 and 2024. Although the total net completions reduced in 2010/2011, a greater proportion of these were in the Core Area.

Core Strategy Policy CS8 requires developers to provide a balance and mix of good quality housing of all types and tenure in line with the Strategic Housing Market Assessment. Specific reference is made to two and three bedroomed bungalows and executive housing.

Of the 615 homes completed during 2010/11, 15 (2.44%) were recorded as bungalows, all but one of which were two or three bedrooms. The number of bungalows recorded has fluctuated over a number of years, with 41 being completed in 2009/2010. The relatively small number of dwellings involved and the tendency for bungalows to be in close proximity on sites may explain this, however it may be necessary to monitor house types more rigorously.

The term 'executive home' is defined in the Strategic Housing Market Assessment as housing types at the upper end of the market, primarily detached housing of five or more bedrooms on large plots (although high value quayside-style developments may also be included within this category). During the reporting year, 28 detached dwellings with at least five bedrooms were completed within the Borough, representing 2.55% of the dwellings built.

Further information about the type and mix of dwellings completed in the 2010/2011 reporting year is included in Table 23. Of the 102 dwellings granted planning approval during the 2010/2011 reporting year, four have been identified as bungalows and three detached with at least five bedrooms.

Table 23 Dwellings completed in 2010/2011: Types and Bedroom Numbers

Bedrooms	House Type				Total
	Apartments	Detached	Semi Detached	Terraced	
1	68				68
2	100	7	29	56	192
3	6	19	97	95	217

Bedrooms	House Type				Total
	Apartments	Detached	Semi Detached	Terraced	
4		67	14	28	109
5 +		28		1	29
Total	174	121	140	180	615

Housing Density

Core Strategy Policy CS8: Housing Mix and Affordable Housing Provision states that developers will be expected to achieve an average density of 30 to 50 dwellings per hectare in the Core Area and in other locations with good transport links. Elsewhere, both higher and lower densities may be suitable, depending on each site's location and characteristics.

Table 24 shows the housing density of sites greater than ten dwellings where completed dwellings were recorded during 2010/2011. The majority of dwellings continue to be built at densities between 30-50 dwellings per hectare. Some sites have particularly low densities, whilst others, usually those with a high proportion of flats and apartments are very high.

Table 24 suggests that the proportion of sites built at a density of 30 to 50 dwellings per hectare has increased over the past five years. This is a subtle trend which should become more prominent over the life of the Core Strategy.

Table 24 Density of sites greater than ten dwellings where completions were recorded during 2010/2011

Application No	Site Address	Housing density (dwellings per hectare)
04/0738/OUT	Land Off Greenwood Road	10.25
04/2404/REM	River View Zone A, Village 6, Ingleby Barwick	10.33
07/0722/REM	The Forum Portus Bar Valum Edge Village 6 Ingleby Barwick	12.75
03/0875/P	The Forum/Portus Bar/Vallum Edge	12.84
06/1264/REM	Bowesfield Park, Bowesfield Lane, Preston Industrial Estate	17.32
06/2100/REM	Portus Bar, Village 6	18.48
05/1070/REV	Hawthorne Grove, Aislabay Road	19.07
06/1076/FUL	Broom Wood, Parcel A, Ingleby Barwick	25.03
04/2419/OUT	Sun Street Depot, Thornaby	25.60
06/2131/REM	Broom Wood, Parcel A, Ingleby Barwick	30.50
05/2665/REM	Land Off Broomhill Avenue, Hillbrook, Parcel B, Village 5	32.93
06/2783/FUL	Harpers Garden Centre, Junction Road	33.65
09/2977/FUL	Site Of Redbrook Primary School, Redbrook Avenue, Stockton-on-Tees	35.30
06/3822/FUL	Hardwick Redevelopment	38.20
05/0999/REM	Hill Brook, Parcel B, Village 5	38.20
06/0017/OUT	Ashmore House, Richardson Road (KVAERNER site)	38.50
08/0821/REM	Broom Wood, Parcel A, Ingleby Barwick	38.67
07/0923/FUL	Mandale Redevelopment Phase 2	41.71
09/1176/REM	29 and 31 The Meadowings, Yarm, TS15 9QR	46.05
04/2862/REM	Parkfield Foundry	46.32
05/3240/FUL	Parkfield Redevelopment Phase 1	46.76

06/1983/OUT	Former Stockton And Billingham College Site, Fincdale Avenue/The Causeway	51.63
05/0946/FUL	Thorn Tree Vale, Master Road, Thornaby, Stockton-On-Tees, TS17 0BE	59.07
07/0820/COU	58 Yarm Road, Stockton	141.24
06/3550/FUL	58-60 Norton Road	450.45

Table 25 Density on sites of more than ten dwellings 2007 - 2011

		2007/2008	2008/2009	2009/2010	2010/2011
Proportion of dwellings built at	Less than 30 dwellings per hectare	22%	15%	30%	20%
	Between 30 and 50 dwellings per hectare	49%	43%	53%	58%
	Above 50 dwellings per hectare	29%	42%	17%	22%

Affordable Housing

Core Strategy Policy CS8: Housing Mix and Affordable Housing Provision sets out a number of targets and requirements for affordable housing, based on the information about the Borough's housing market, needs and demand documented in the Tees Valley Local Housing Assessment Update and Strategic Housing Market Assessment Report, both completed in January 2009. The requirements can be summarised as follows:

- The target (minimum) for the delivery of affordable housing is 100 affordable homes per year to 2016, 90 per year between 2016 and 2021 and 80 per year between 2021 and 2024;
- Affordable housing will be required on schemes of 15 or more dwellings or 0.5 hectares in size;
- The mix of affordable housing should be 20% intermediate and 80% social rented tenures with high priority accorded to two and three bedroomed houses and bungalows.

The Department for Communities and Local Government defines socially rented housing as rented housing, owned and managed by local authorities and Registered Social Landlords (RSLs). It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the Local Authority or with the Homes and Communities Agency as a condition of grant. Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the criteria set out above. These can include shared equity (eg HomeBuy) and other low cost homes for sales, and intermediate rent.

The Government has announced a range of reforms to the way social housing will be delivered and funded in future including:

- Giving greater flexibilities to Registered Providers (formerly known as Housing Associations or Registered Social Landlords) to determine the types of tenancies they grant to new tenants and;
- The introduction of a new 'Affordable' rent product. 'Affordable' homes will be made available to tenants at a rent of up to 80% of the market rent and will be let in the same way as existing social housing.

Of the 615 dwellings completed within the Borough during 2010/2011, 161 were defined as affordable, exceeding the target in the Core Strategy. This equates to 26.17%, approximately the same proportion as 2009/2010. The figures were previously recorded as Core Indicator H5 and National Indicator 155. Of those 161 affordable dwellings, 70 were

intermediate housing and 91 were socially rented. This gives a ratio of approximately 7:9, rather than the 2:8 ratio target outlined in the policy. This ratio is however an improvement on 2009/2010 when the ratio was approximately 10:9.

Affordable Rented housing is likely to form the principal element of new affordable housing delivery as grant funding will be mainly aimed at affordable rent properties. There is a clear expectation that funding for the majority of affordable new build properties (with very limited exceptions) will be allocated on the basis of the new Affordable Rent product. This represents a move away from the current social housing rent level.

Building for Life

Building for Life is a partnership between several national organisations, led by The Design Council and the Commission for Architecture and the Built Environment. It is a national standard for well designed homes and neighbourhoods. It provides 20 criteria against which planned or completed housing developments can be assessed, under the headings of Environment and Community, Character, Streets, Parking and Pedestrianisation, and Design and Construction. By answering questions about a scheme, an assessor can grade it from very poor to excellent. A full list of the Building for Life criteria are included in Appendix 2.

Formal Building for Life Assessments are undertaken by Local Authority officers, trained as assessors by CABE. Two Local Authority Officers were trained as Building for Life Assessors in 2009/2010. The resource intensive nature of the assessments has meant that it has not been possible to formally assess all the developments completed during the reporting year and no informal assessments have been undertaken. The Sustainable Design Guide SPD adopted in October 2011 contains further guidance for developers on Building for Life.

Gypsies and Travellers

Recent legislation and guidance from the government has indicated a commitment to taking steps to resolve some of the long-standing accommodation issues for members of the Gypsy and Traveller communities. This legislation has an overarching aim of ensuring that members of the Gypsy and Traveller communities have equal access to decent and appropriate accommodation options akin to each and every other member of society. As a result, Gypsy and Traveller Accommodation Assessments have been undertaken across the UK, as local authorities respond to these new obligations and requirements.

The Gypsy and Traveller Accommodation Assessment for the Tees Valley was published in January 2009 and identifies an unmet need in Stockton. The Core Strategy includes a criteria based policy (Policy CS9) for meeting the accommodation needs of Gypsies and Travellers. The following planning permissions were determined in 2010/2011:

- June 2010 - Temporary permission granted for 2 travelling caravans.
- July 2010 - Renewals of temporary permission granted for two separate pitches on the same site.

During 2010/2011 no unauthorised Gypsy and Traveller developments were enforced against by the Council's Planning Service, however the Council's Enforcement Team has investigated five unauthorised Gypsy and Traveller encampments.

Protecting and Enhancing the Environment

To reflect the sections of the Core Strategy, the Environmental Quality section contained in previous AMRs has been split into three sections:

- Delivering Sustainable Communities and Planning for Climate Change
- Delivering Community Facilities
- Protecting and Enhancing the Environment

The following policies are particularly relevant to this topic; however other policies may also be used to determine planning applications. A number of further policies will be added through the Regeneration DPD and the Environment DPD in due course.

Saved Local Plan Policies

- EN4 Sites of Nature Conservation Importance (SNCI)
- EN7 Special Landscape Areas
- EN8 Ancient Woodland
- EN9 Wynyard Park/Historic Parks
- EN13 Limits to Development
- EN22 Conservation Area Boundary Reviews
- EN23 Conservation Area Appraisals And Management Plans
- 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

Core Strategy Policies

- CS10 Environmental Protection and Enhancement

Historic Environment

There are approximately 493 Listed Buildings within the Borough, including seven Grade I, 41 Grade II* and 445 Grade II. Within the reporting year, the Brunswick Chapel, a grade II* listed building on Dovecot Street, suffered partial collapse and was subsequently demolished in 2010. It was removed from the register of listed buildings in 2011. The Historic Environment Record shows that the Borough had 1721 entries at the start of the financial year including eight Scheduled Ancient Monuments. Of these Scheduled Ancient Monuments, two are considered to be at high risk, three at medium risk and three at low risk. In the survey of conservation areas at risk by English Heritage in 2010, none of Stockton's 11 conservation areas were considered to be at risk.

Several of the grade II listed buildings at risk this year have been secured including Yarm Dovecot and the Forum Theatre. Works are on going for the restoration of Preston Hall, a multi million pound project to restore this grade II listed building and parkland, supplemented by a Heritage Lottery grant of £300,000 awarded in March 2011 to enable the restoration of the walled garden.

Local Indicator: Number and percentage of Listed Buildings at Risk (all grades)

The Core Strategy Implementation Plan sets out a target of reducing the number of Listed Buildings at Risk by 25% over the life of the plan.

Of the 494 Listed Buildings in the Borough, two are classified as Buildings at Risk by English Heritage. There has been no change since 2010/2011. They are:

- Phosphate Rock Silo (No. 15), Haverton Hill, Former ICI, Billingham, Stockton-on-Tees;
- Ruins of Church of St Thomas a Becket, Durham Road, Grindon.

The introduction of 'locally listed' buildings has been progressed following the adoption of the Conservation and Historic Environment Folder (CaHEF) SPD in January 2007. 54 buildings have been placed on the Local List, which is intended to recognise buildings of local importance. The list was produced in 2009, with a panel of experts analysing buildings put forward by public nomination for inclusion. There have been no changes to the list since then.

2011 also saw the launch of the Heritage Strategy for the Borough. It is hoped that the strategy will provide a framework for the work of various Council services, community groups and heritage agencies. It forms an important part of celebrating the Borough's wealth of heritage assets, the projects we have delivered and are currently initiating.

The restoration and enhancement of Stockton Town Centre's historic fabric is being delivered through the Stockton Heritage in Partnership (SHiP) scheme. This five year scheme commenced in 2008/09 and is being delivered with a combination of Stockton Borough Council, English Heritage and private sector funding. The scheme seeks to secure the future sustainability of the town centre by alleviating problems of decline through the external repair and reinstatement of historic features.

The Townscape Heritage Initiative scheme commenced in March 2011 and will complement the existing SHiP scheme. It includes a five-year programme of physical changes to the central core of the town including repairs to historic buildings and bringing vacant floor space back into use. Public realm improvements and improving links between the town centre and Cultural Quarter will also be included in the £3.5 million project.

Biodiversity

The 2010/ 2011 period was the third year in which a Local Sites system was operated in the Borough in line with DEFRA guidance (*Local Sites - Guidance on their Identification, Selection and Management*, 2006). Site selection is carried out by the Tees Valley Biodiversity Partnership, a Local Sites Partnership comprised of ecological specialists from the local authority, government agencies and voluntary sector groups. The Partnership provides independent verification of performance against the Single List of central government data requirements from local government. Single Data List 160: Local Nature Conservation/Biodiversity, records the proportion of Local Sites where positive conservation management is being achieved.

The new criteria-based system for selection of non-statutory conservation sites has produced a more accurate picture of the Borough's habitats, previously recorded as Core Indicator E2. However, the review undertaken in 2008/2009 means that the results are less comparable with data from previous years, both in terms of number of sites and site size. Natural England's Biodiversity Action Recording System (BARS) records any loss of habitats or species, as well as any positive actions which have taken place and is used to monitor change in habitats seen in Table 26.

Table 26 Areas of Biodiversity Importance Within the Borough

Habitat	Number of Local Sites Selected 2009	Area (Hectares) selected as Local Sites 2011
Woodland <i>Ancient Semi-Natural</i>	12	191

	<i>Woodland and ecologically rich broadleaved woodland</i>		
Grassland	<i>Unimproved (herb rich) grassland</i>	22	117
Wetlands	<i>Including ponds, marsh / swamp / reedbed and saltmarsh</i>	11	350
Brownfield	<i>Herb-rich grasslands on artificial substrates</i>	8	9
Geological sites		5	3
Totals		58	670

Local Indicator: Tees Valley Biodiversity Action Plan Sites created, restored, damaged or destroyed through development

During the reporting period, 15 hectares of brownfield land at Norton Bottoms previously designated as Local Wildlife Site was developed under planning permission granted before the Local Wildlife Site selection process had been completed. This resulted in the hectares of herb-rich grasslands on artificial substrates being reduced from 24 to nine.

Priority Species

Changes to the list of UK biodiversity priority species made at the national level mean that there is no consistent approach to species monitoring at the local level between reporting years. Actions for biodiversity priority species in Stockton-on-Tees are set out in the Tees Valley Biodiversity Action Plan and reported through the Biodiversity Action Reporting System (BARS). Single Data List 160 monitors the number of Local Sites which are undergoing positive conservation management or have had positive conservation management during the past 5 years. The majority of the 58 sites are in private ownership and work is in progress with various owners to increase the number of sites in positive management.

The proportion of local sites where positive conservation management has been or is being implemented has increased between 2009/2010 and 2010/2011. Of the 58 Local Sites identified within the Borough by the Local Sites Partnership during the reporting year, evidence was available to show that 22 (38%) were undergoing positive conservation management or that positive conservation management had taken place during the past 5 years. This is an increase from 17 sites ((29%) in 2009/10.

Unlike previous years, priority species are no longer monitored by Core Indicator. However, the Local Site selection process described above also included criteria for species of conservation concern. Through the Local Site selection process, Local Sites in Stockton-on-Tees have been identified for the following populations of species of conservation concern (Table 27).

Table 27 Species of Conservation Concern within the Borough

Species	Number of Local Sites 2010/11

Water Vole		2
Great Crested Newt		6
Harvest Mouse		2
Wintering bird populations		2
Butterfly species	<i>UK and local biodiversity priority species – Dingy Skipper and White-letter Hairstreak</i>	7
Totals		19

Strategic Gaps and Green Wedges

During the reporting year, a number of planning permissions were granted in strategic gaps or green wedges. The majority of these permissions are associated with existing developments and were therefore considered to be appropriate. Planning Approval for the erection of 19 dwellings was granted on land at Blakeston Lane, Stockton. This site has previous planning history and is the location of a residential development for 148 dwellings.

Delivering Waste and Minerals Planning

None of the saved policies from the 1997 Local Plan make specific reference to planning for Minerals and Waste. In September 2006, the Tees Valley Joint Strategy Unit (JSU) appointed consultants, Entec UK Ltd, to prepare two Joint Minerals and Waste Development Plan Documents (MWDPDs) for the five unitary authorities of the Tees Valley area (Darlington, Hartlepool, Middlesbrough, Stockton and Redcar & Cleveland). A Minerals and Waste Core Strategy and a Minerals and Waste Policies and Sites Development Plan Document were formally adopted in September 2011. Core Strategy Policy CS3.8 also makes reference to the reduction, reuse, recovery and recycling of waste.

The Minerals and Waste Core Strategy and Policies and Sites DPD contain a number of indicators and targets which will be used in future years to monitor the policies' implementation and the extent to which the documents' objectives are being met. Some of these refer to the development or protection of specific sites, whilst others require monitoring across the five Tees Valley authorities. As the new indicators include the Core Output Indicators used in previous AMRs, these have been included here as part of the baseline information for the monitoring of the new DPDs.

Production of Primary Land Won Aggregates (previously Core Indicator M1)

The Borough has reserves of land won sand and gravel at Stockton Quarry, and the single operator in the Tees Valley supplies production figures to the North East Region Aggregates Working Party (NERAWP⁶), however they are regarded as commercially sensitive and confidential. Those figures can only be released where they form part of an overall production figure of three or more operators. Because there is only one operator producing sand and gravel in the Tees Valley, the figures cannot be publicised. Crushed rock is not produced in the Borough.

Production of Secondary and Recycled Aggregates (previously Core Indicator M2)

The Tees Valley figures for construction, demolition and excavation waste which can be used as aggregates are combined with those for County Durham and are set out in the NERAWP reports. However, these figures cannot be used because issues in County Durham give a distorted view. Again, the figures for the Tees Valley cannot be separated because there are not sufficient operators to allow commercially sensitive data to be masked.

Waste Facilities (previously Core Indicator W1)

During the reporting year, 101,996 tonnes of waste were handled in the Borough. This represents a 1,953 tonne (1.9%) increase from the previous year. Of the total, 83,131 tonnes was household waste; the remaining 18,865 tonnes were non household (including trade, clinical, industrial etc). The management of this waste is detailed in Core Indicator W2. Waste management facilities in the Borough currently include:

Haverton Hill Waste Recycling Facility: This facility is shared with Middlesbrough Borough Council, with a 55% (Stockton) - 45% (Middlesbrough) split. During the reporting year 12,296 tonnes attributed to Stockton Council were dealt with by the facility. Disposal routes from the site were:

- 5,687 tonnes of household waste were recycled

⁶ The NERAWP was established in the 1970s in order to collect data on the production of aggregates, the reserves covered by valid planning permissions and the landbanks of reserves. The area covered by the NERAWP is consistent with that of the North East Planning Region and encompasses the sub-regions of Northumberland, Tyne and Wear, County Durham and Tees Valley.

- 2,541 tonnes of soil and rubble were recycled
- 3,827 tonnes were sent to the Energy from Waste Site
- 202 tonnes went to landfill
- 39 tonnes went to hazardous land fill

Haverton Hill Energy from Waste Plant: This facility generates electricity from the incineration of household waste. This is a preferred method to disposing of waste over landfill and is beneficial to both the environment and the economy. 45,704 tonnes of household waste was disposed of in this way.

Kerbside Recycling: The annual throughput of dry recyclables from the kerbside collection services was 10,998 tonnes, a 527 tonne increase on the previous year's tonnage. As well as the dry recyclables 5,190 tonnes of green waste was recycled through composting.

Waste Management (previously Core Indicator W2)

Policies to encourage the re-use, recycling and recovery of waste continue to have a positive effect although compared with 2009/10, waste handled by the Borough has risen by 1.9% to 101,996 tonnes. This equates to an addition of 1,953 tonnes. Even though the proportion of waste being disposed of through landfill continues to be amongst the lowest in the country there was an increase of waste going to this disposal route from 13.38% in 2009/10 to 14.77% during the reporting year. The Energy from Waste Plant recovered 50.28% of the Borough's waste, a decrease of 2.32% from the previous year. There was also decrease in the proportion of waste being re-used or recycled, dropping from 30.44% in 2009/10 to 29.85% during the reporting year.

Conclusions and Key Actions

2010/2011 has continued to be a time of change for planning, both nationally and in Stockton-on-Tees. Since the election of the coalition government, changes to the local delivery of planning have been afoot, however many of these will come to fruition with the Localism Bill, anticipated in early 2012. Adapting to these changes, and those brought by the new Local Planning Regulations, will be an important part of Planning Services' work during 2011/2012 and beyond.

The adoption of the Borough's Core Strategy in March 2010 brought a new era in planning, bringing in a fresh set of objectives for Stockton's planning policy, along with eleven new policies to achieve them. Since then, the policies have been used in the determination of major, minor and householder planning applications, all of them having been referred to at least once. However the lag time between the determination of planning applications and the delivery of new developments means that many impacts of these new policies are yet to be felt by the community the LDF serves.

Whilst the impact of the new policies is not yet showing in development on the ground, trends are generally positive. This is likely to be a reflection of the fact that the Core Strategy is in accordance with national policies, many of which have been in place for some years. In some areas, trends are less positive and development has slowed, particularly in housing and economic regeneration. A number of national initiatives are coming forward to support these types of development and the Planning Service is confident that its policies and guidance promote sustainable development and are supportive of both these areas. The Core Strategy Review will also address these issues where appropriate.

Following the Core Strategy's adoption, focus turned to other documents identified in the Local Development Scheme, including the Regeneration DPD and the Environment DPD. These documents made significant progress towards their next stages in 2010, with drafts of each being largely prepared ready for public consultation. However, they have now been delayed to take into account the results of the ongoing review of the Core Strategy's spatial strategy and housing policies. Work on the Gypsies, Travellers and Travelling Showpeople DPD is also ongoing.

The Joint Tees Valley Minerals and Waste Core Strategy and Sites and Policies DPD continued to adoption in late 2011 and are now in use in the determination of planning applications. Consideration is also being given to the production of a Minerals and Waste SPD. Relevant indicators from these documents will be produced in next year's AMR.

Infrastructure delivery will also be a focus for Planning Services in 2011/2012. Alongside the delivery of the Community Infrastructure Levy and a local charging schedule, work is being undertaken on the Planning Obligations SPD to ensure it is up to date and reflects the latest guidance. The database set up to record the receipt of Section 106 contributions will be developed to ensure there are accurate records of where those contributions are spent. Over the coming years, there will be a much clearer picture of the authority's infrastructure requirements and the mechanisms for its delivery.

The Annual Monitoring Report has now turned its focus to monitoring the policies contained within the Core Strategy and the extent to which the LDF's objectives are being achieved. However, a number of national indicators previously required by central government have been revoked. In future, Local Planning Authorities will have much greater autonomy in monitoring the implementation and impact of their LDF policies. There is also considerable scope for authorities to focus on locally important issues, or areas where there has been significant change. This presents a number of challenges and key actions for the Planning Service including:

- Ensuring Local Indicators set out in the Core Strategy are suitable, measurable and effective
- Developing effective indicators to monitor the implementation and impact of the policies contained within the Regeneration and Environment DPDs
- Incorporating indicators from the Joint Tees Valley Minerals and Waste Core Strategy and Sites and Policies DPD into the existing monitoring framework
- Using the Single Data List published by central government to ensure that information collect by other Council services is included in the AMR where it is relevant to planning.

Consideration will also be given to the shift from 'Annual Monitoring Reports' to 'Authorities Monitoring Reports'. The main requirement associated with this shift is the release of data to the public as soon as it becomes available, rather as a yearly report. In many cases, it will be appropriate to continue to report indicators annually, whereas others lend themselves to the release of data more frequently. The method of publicising planning data will also be given consideration, with particular regard to the use of new technologies and social networking opportunities.