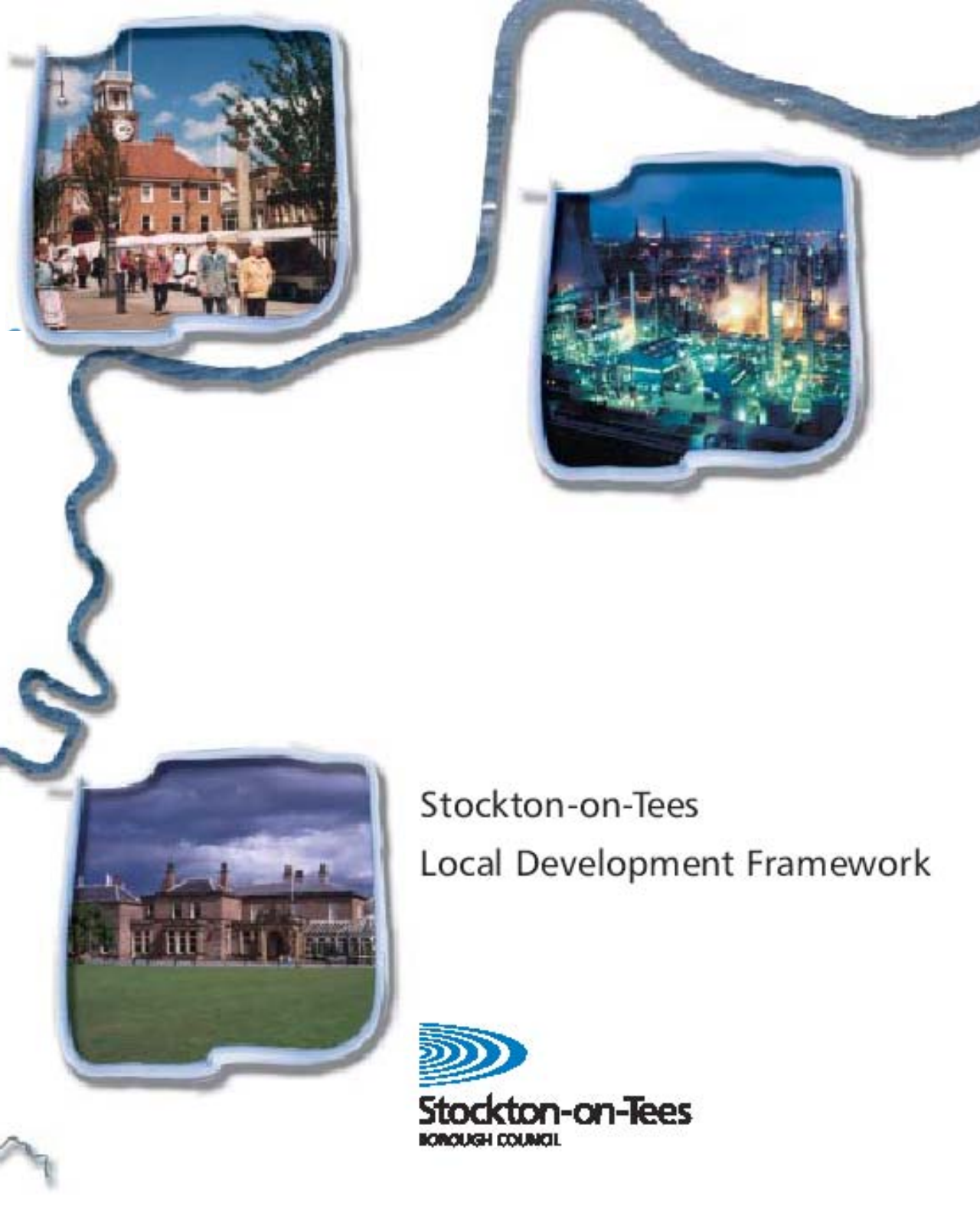


**Stockton-on-Tees Borough
Annual Monitoring Report
2007/2008**

November 2008



Stockton-on-Tees
Local Development Framework

1. Introduction

This is the fourth Annual Monitoring Report (AMR) to be prepared under the Planning and Compulsory Purchase Act 2004, which introduced the new development plan, the Local Development Framework (LDF). Every local planning authority is required to submit an AMR by December each year. This report covers the period from the beginning of April 2007 until the end of March 2008. It contains information on the implementation of the Local Development Scheme.¹ and the extent to which the policies set out in local development documents are being successful.

The AMR should assess the:

- progress on the timetable and milestones for the preparation of documents set out in the local development scheme including reasons where they are not being met;
- impact the policies are having in respect of national, regional and local policy targets and any other targets identified in Local Development Documents.

The AMR should also:

- include progress against the core output indicators including information on net additional dwellings (as required under Regulation 48(7)) and an update of the housing trajectory to demonstrate how policies will deliver housing provision in their area; and
- indicate how infrastructure providers have performed against the programmes for infrastructure set out in support of the Core Strategy.

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

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

Purpose and structure of this report

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

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

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

2. Implementation of the Local Development Scheme

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

With the agreement of Government Office North East, a revised timetable was brought into effect in March 2008. The timetable for the production of all the main DPDs was amended. Delays in meeting the previous timetable were mainly due to:

- Staff loss/turnover and resource issues requiring the reprogramming of workloads, including the preparation of studies to supplement the evidence base;
- Aligning consultation processes on different documents to coincide and thus reduce the potential for consultation fatigue

Progress on the preparation of LDF documents is set out in Tables 1 and 2. Key milestones during 2007/08 have included:

- Consultation on the Preferred Options for the Core Strategy; and
- Consultation on the Preferred Options for the joint Tees Valley Minerals and Waste Core Strategy and Site Allocations DPDs.

Consultation was also carried out in relation to the following documents:

- Issues and Options for the Regeneration DPD (Sept./Oct. 2007)

- Issues and Options for the Yarm and Eaglescliffe Area Action Plan (April/May 2007);
- Issues and Options for the Joint Tees Valley Minerals and Waste Core Strategy and Site Allocations DPDs (May/June 2007)
- Planning Obligations SPD (August/Sept. 2007).

Future Timetable

The submission of the Core Strategy to the Secretary of State is scheduled for September 2008. Under new regulations, documents now have to be 'published' for consultation prior to submission. Although it is anticipated that a small amount of slippage may occur, it is expected that the Core Strategy will be published within 3 months of the submission target date.

Preferred Options consultation for both the Regeneration DPD and the Yarm and Eaglescliffe Area Action Plan are scheduled for September 2008. These targets have not been met.

LDF Document	Progress at March 2008		
Core Strategy	Consultation on Preferred Options	Sept./Oct. 2007	✓ ☺
Regeneration DPD	Initial consultation on Issues and Options	Sep/Oct. 2007	✓ ☺
Yarm and Eaglescliffe Area Action Plan	Issues and Options Consultation	April/May 2007	✓ ☺
Joint Minerals and Waste Core Strategy DPD	Issues and Options Consultation	May/June 2007	✓ ☺
	Preferred Options consultation	Feb./March 2008	
Joint Minerals and Waste Site Allocations DPD	Issues and Options Consultation	May/June 2007	✓ ☺
	Preferred Options consultation	Feb./March 2008	
Planning Obligations SPD	Adoption scheduled for September 2007.	Adopted May 2008	✗ ☹
Core Strategy	Publication scheduled for September 2008		🕒 ☹
Joint Minerals and Waste DPDs	Publication scheduled for January 2009		🕒 ☹
Regeneration DPD	Preferred Options consultation scheduled Sept./Oct. 2008		🕒 ☹
Yarm and Eaglescliffe Area Action Plan	Preferred Options consultation scheduled Sept./Oct. 2008		🕒 ☹
Environment DPD	Timetabled to commence 2007		✗ ☹

Table 1 Progress of LDF Documents

Key

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

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

Table 2 Other LDF Documents as yet not commenced

3. Context for the Monitoring Report

Drivers for change

The Borough of Stockton is a predominantly urban area within the Tees Valley conurbation, with a population of over 190,000. The main centre of population is the town of Stockton itself, with the towns of Billingham, Thornaby and Yarm functioning as district centres. The development of Ingleby Barwick has dominated the housing supply for the past 20 years, creating a new settlement. The urban area is surrounded by a rural hinterland, with a number of villages, many not more than a mile or two from the built-up part of the Borough.

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

The key drivers for change include:

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

- recent growth in population and a predicted rapid growth in the number of households within the Borough (Figure 1). This will result from increasing numbers of young people setting up on their own, an ageing population and fewer marriages, with more single households in the Stockton Borough. Population growth runs against the general trend within the core Tees Valley area (Table 3).

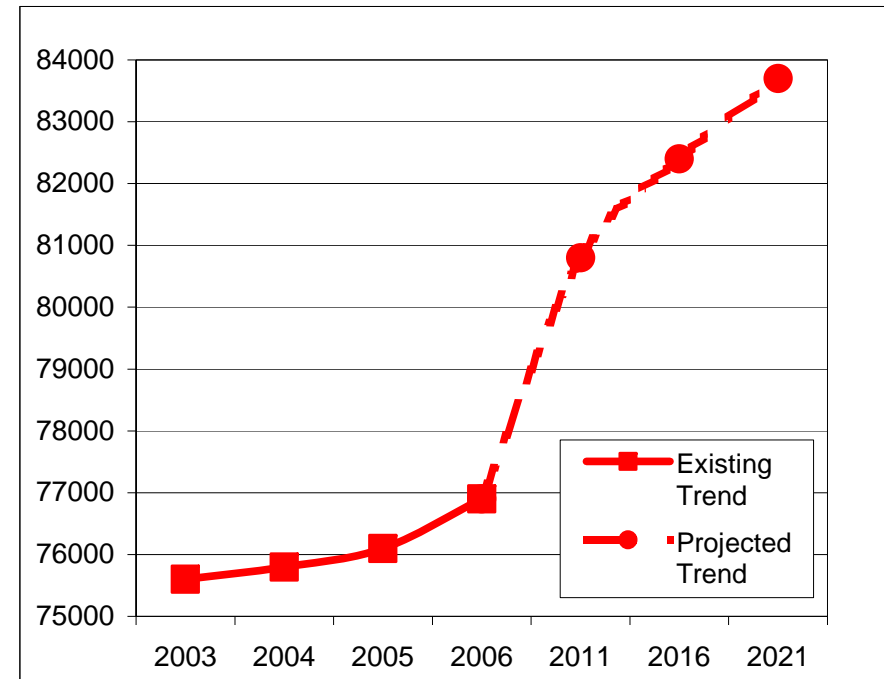


Figure 1 Projected growth in households within the Stockton Borough (Tees Valley Joint Strategy Unit Data, 2005)

Area	Population	% Change since 2001
Stockton Borough, 2007	190,250	+3.51 estimated
Tees Valley, 2007	659,670	+1.1 estimated

Table 3 Stockton Statistics (Tees Valley Joint Strategy Unit Data, based on ONS 2007 mid-year population estimates).

The Strategic Planning Context

National Planning Policy

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

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

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

Regional Spatial Strategy

Regional Spatial Strategy provides the spatial strategy to inform the preparation of Local Development Frameworks and Local Transport Plans, establishing a broad strategic approach for development and land use within the region. The Regional Spatial Strategy for the North

East was adopted in July 2008, replacing Regional Planning Guidance 1 and the Tees Valley Structure Plan.

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

Tees Valley Structure Plan

The Tees Valley Structure Plan has been superseded by the Regional Spatial Strategy.

Stockton-on-Tees Local Plan

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

Some policies have already been reviewed and updated through Local Plan Alteration Number 1, which was adopted in March 2006. Retail policies, together with flooding and water quality issues were brought up-to-date with revised planning policy guidance. However, as policies within local plans only have a life of three years after adoption, the Council is, in discussion with the Secretary of State,

seeking to save relevant policies contained within Local Plan Alteration Number 1 beyond March 2009, until replaced by the Local Development Framework. A schedule of these policies is attached.

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

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

The key findings of the 2006/07 AMR were:

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

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

Local Indicators: Work has continued in developing local indicators which will be useful in monitoring the success of development plan policies, as set out in the implementation and monitoring section of the Publication Draft Core Strategy.

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

Development of the Evidence Base: Several studies have been undertaken to create a comprehensive evidence base. These include:

- Open Space Audit and Built Facilities Audit – the Open Space Audit has been updated using information from a number of sources. Due to the widening of the scope of the Open Space

Recreation and Landscaping SPD to include built facilities, a built facilities audit has also taken place. The open space and built facilities standards are being finalised for inclusion in the SPD. For further information, please refer to page 27.

- Employment Land Study – the investigation/audit of sites is now complete. The completed work has produced a forecast of employment land requirements and the industrial sites which should be identified for this use.
- Local Housing Assessment – a study has been undertaken during spring/summer 2006 and the final report was published in December 2006. The Council is now required to carry out a Strategic Housing Market Assessment. This is being undertaken on a Tees Valley wide basis, as a joint study, due to be completed in Autumn 2008.
- A Tees Valley Gypsy and Traveller Accommodation Assessment, due to be completed by the end of 2008.
- Village Study – this was undertaken during 2007/08, and looked at the levels of provision of services and facilities in villages, and transport links to other centres. The completed report is due to be published in October 2008.
- A Strategic Housing Land Availability Assessment was completed in October 2008.
- A Strategic Housing Market Assessment is due to be completed by the end of 2008.

Housing Trajectory:

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

5. Output Indicators

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

The output indicators² have been divided thematically, in accordance with the current Local Plan:

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

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

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

² Information assigned to the core output indicators relates to the monitoring period of 2005/06. Related performance text takes a wider view, looking at the implementation of Local Plan policies over the longer period since the Plan was adopted in 1997.

5.1 Environment

Biodiversity

CORE INDICATOR:

Change in areas and populations of biodiversity importance

See tables 4 and 5

Priority BAP Species	Known population	Estimated changes
Water Vole	Scattered, small populations chiefly in urban areas. Have also been recorded on River Leven.	Significant decline since 1980's, although small isolated populations appear to be surviving, (may be susceptible to mink predation). Surveys in 2008 and have confirmed the continued presence of small populations of water vole on Lustrum Beck
Brown Hare	Widespread distribution on farmland, also found on industrial sites (Seal Sands).	220 records identified. No new survey since 2006. No indication of change.
European Otter	First signs of recovery on River Leven and Tees upstream of Yarm in late 1990's. Recent records for Tees at Stockton Centre, Tees Barrage and Portrack Marsh.	On-going records of otter on the Tees, increasingly in the urban area (Bowesfield and Portrack) indicate continued recovery of the species.
Skylark	Common site in the Tees Valley as a whole. Known to breed in the Stockton Borough.	Tees Valley Wildlife Trust has continued to run farmland biodiversity surveys on 22 farms across the Tees Valley.
Grey Partridge	Breeding bird locally associated with industrial brownfield sites.	

Priority BAP Species	Known population	Estimated changes
Song Thrush	Common resident, and winter visitor.	This will start to identify local trends in farmland
Tree Sparrow	Widespread, but not numerous. 130-150 breeding pairs across the Tees Valley.	
Corn Bunting	Approximately 1,000 known birds across the whole of Tees Valley.	
Barn Owl	Rare resident - have been recorded west of Stockton and on industrial land close to Portrack Marshes. Owl survey carried out by Tees Valley Biodiversity Partnership (2005/06) recorded 12 sighting of Barn Owl in Stockton. Estimated 1 or 2 breeding pairs in the Borough. The partnership has erected 2 barn owl nesting boxes in Stockton.	Very small increase (3-4 pairs) breeding in Stockton in 2008
Great Crested Newt	Great Crested Newts were present at an estimated 12 pond sites in the Stockton District, based on 1993 survey data. Have declined since but seem to be surviving on nature reserves / country park sites. Have declined due to lack of pond management, but appear to survive in managed watercourses. Pond restoration works to be carried out in 2007/08.	Populations at Cowpen Bewley and Wynyard Woodland Parks now recovering / expanding following management works. Large population at Elementis Chromium (Eaglescliffe) is thought to be OK still. Species is believed to be declining in farmland towards Teesside airport. 1 new site identified

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

Table 4 Biodiversity priority species present in Stockton-on-Tees

Habitat		Hectares
Woodland	Ancient Semi-Natural Woodland	177
	Broad Leaved Plantation Woodland	111
	Mixed Plantation Woodland (Conifers and Broadleaves)	221

	Conifer Plantation	130
Grassland	Unimproved (herb rich) Grassland	44
	Wet grasslands (rush pastures, wet flushes)	43
Wetlands	Ponds	19
	Standing Open Water	60
	Marsh / Swamp	9
	Reedbed	20
	Saltmarsh	7
Brownfield	Ecologically important brownfield sites	27
Others	(Generally scrub habitats or mixed habitats)	72

Table 5 Biodiversity priority habitats in Stockton-on-Tees (Natural England 2008)

The information in Table 5 is an estimate taken from the database of Sites of Nature Conservation Importance (SLNCI) and should provide a reasonable baseline to identify future change/trends. Stockton's SNCIs, as designated, comprise some 79 sites covering 970 hectares in the Borough. No new work has been carried out on this during 2007. Natural England's BARS (Biodiversity Action Recording system) website will provide a means of recording actions that have resulted in new habitat created or brought into favourable management in the future.

Policies within the Stockton Local Plan give the highest level of protection to sites of international and national importance for nature conservation. However, a review of SNCIs within the Borough is being carried out, to assess these against agreed criteria³ for the designation of such sites. This is a task to be carried out as part of the preparation of the Environment DPD, and the study is likely to be completed in Spring 2009.

³ The Tees Valley Biodiversity Steering Group has agreed to act as the Local Sites Partnership and has approved criteria in order to comply with Defra guidance. Defra "Local Sites Guidance" was published in April 2006 and sets out the procedures for establishing systems for the protection and management of non-statutory sites.

Natural environment

CORE INDICATOR:

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

Sites of Special Scientific Interest (SSSI)

48.6% in favourable condition

49.5% in unfavourable

1.9% destroyed

Site	Location	Area (Ha)	Condition at time of last English Nature assessment
1-7	Tees Foreshore Wetlands, Fen, Marsh, Swamp, Coastal Lagoon and Littoral Sediment	245.3	100% Favourable, (2002)
1-3	Seal Sands, Ramsar Site, National Nature Reserve.	297.1	3.3% Favourable 92.4% Unfavourable, 4.3% Destroyed (2004)
1-2	Cowpen Marsh, Littoral Sediment and Lowland Grassland	121.5	46.8% Favourable, 53.2% unfavourable (2004)
1	Whitton Bridge Pasture, Neutral Grassland	3.2	100% Favourable, (2003)
1	Briarcroft Pasture, Neutral Grassland	1.8	100% Unavourable, (2003)

Table 6 Stockton Borough's Sites of Special Scientific Interest
(Natural England, 2008)

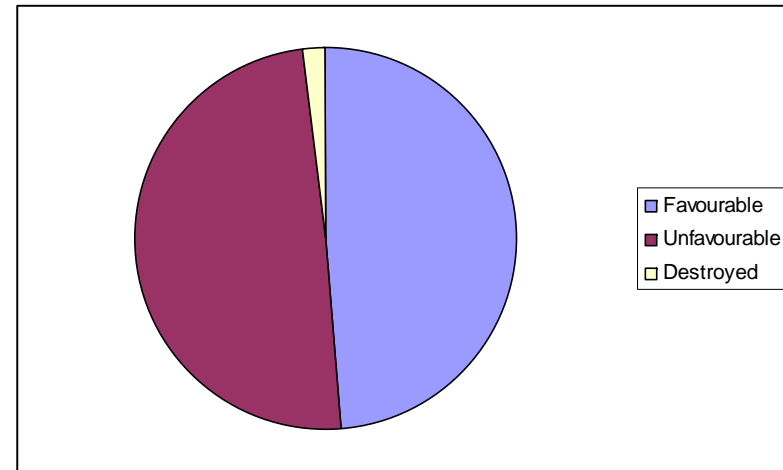


Figure 2 Condition of all SSSI sites in the Stockton Borough hectares) (Natural England, 2008)

The total area of land designated as SSSI in the Borough remains unchanged from last year. In March 2007, over 48% of the area of designated SSSIs in the Borough were reported to be in favourable condition.

The number of Local Nature Reserves in the Borough has risen to 13.

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

Historic Environment

The Historic Sites and Monument Register shows that the Borough has 1290 Historic Environment Records (an increase of 179 on 05/06 figures) and 8 Scheduled Ancient Monuments.

- As of March 2008, there are 7 Grade I Listed Buildings, 39 Grade II* and 420 Grade II, including the Billingham Forum. During the year, Thornaby War Memorial was listed, whilst one building (Mill House) was lost through demolition;
- The Conservation and Historic Environment Folder (CaHEF) SPD was adopted in January 2007. The CaHEF SPD document updates the Conservation Areas documentation, comprising both an appraisal and management plan for each. The introduction of 'locally listed' buildings is being progressed.

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

Table 7 Stockton Borough's Grade 1 Listed Buildings

(English Heritage, 2006)

Waste

CORE INDICATOR:

Capacity of new waste management facilities installed by type 2007/08:

1 new "Bring Site" installed for recycling. In addition there have been a number of upgrades that include the collection of TetraPak type cartons at 5 sites and 3 sites now provide for the collection of plastic bottles.

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

Total Waste Tonnage handled in the Stockton Borough during 07-08 = 105,226.93 (See tables 8 and 9 for more information)

Waste and recycling facilities available in the Borough include:

Haverton Hill Household Waste Recycling Facility

Annual capacity throughput attributed to Stockton Borough Council was 13,350.56 tonnes. This facility is shared with Middlesbrough Borough Council on a 55% - 45% split. Disposal routes from the site were as follows:

Recycled:	6,170.13 tonnes
Soil and Rubble counted in household waste)	2,887.60 tonnes (recycled but not counted in household waste)
To Energy from Waste	3,924.55 tonnes (recovery)
To landfill	322.47 tonnes
To hazardous landfill	42.22 tonnes.

Horticultural Services and Recycling Facility, Yarm Road, Stockton

Annual throughput of dry recyclables from the kerbside collection scheme was 7,962.19 tonnes. Annual throughput of green waste from the kerbside collections scheme was 5,277.23 tonnes.

Haverton Hill Energy from Waste Plant

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

Household Waste	88, 677.69	84.27 %
Non Household, trade, clinical, industrial etc	16,549.24	15.73 %
Total Waste Handled	105,226.93	100 %

Table 8 Wastes handled in the Borough 2007/08 (Metric Tonnes)

(Local Authority Data, 2008)

Waste Disposal Method	Amount in Metric Tonnes	Percentage of total
Landfill	14,688.41	13.96 %
Energy from Waste	59,663.48	56.70 %
Re-use	277.90	0.26%
Recycling	30,597.14	29.08%
Total	105,226.93	100 %

Table 9 Waste Disposal Methods 2007/08 (Metric Tonnes)

(Local Authority Data, 2008)

Compared with 2006/07, waste handled by the Borough has fallen by 0.99% to 105,226.93 tonnes. This equates to a reduction of 1,383.24tonnes. Of this, only 13.96% went to landfill. 56.70% of waste handled in the Borough of Stockton was recovered through the Energy from Waste Plant with 29.08% of all waste being recycled and 0.26% being sent for re-use (Table 8). These figures demonstrate that the policies put in place to reduce, re-use, recycle and recover are having a positive effect. Disposal through landfill of just below 14% is still one of the best (lowest) in the country. Plans are in place to reduce disposal to landfill even further

A joint approach to preparing Minerals and Waste Development Plan Documents has been agreed by the five Tees Valley Unitary Authorities. Work has begun to produce a Core Strategy and Site Allocation Development Plan Document. A consultation exercise on Preferred Options for the two documents took place in February 2008.

Renewable Energy

CORE INDICATOR:

Renewable energy capacity installed by type

One 6KW wind turbine installed at Cowpen Bewley Woodland Park

There are a number of sites in the pipeline for renewable energy, but during the AMR time period there was only one installed wind turbine in the Borough. The Local Plan indicates that two sites, one at Seal Sands and the other at North Tees, may, potentially, be suitable for wind energy development.

Flood Protection and Water Quality

CORE INDICATOR:

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

No permissions granted

During this period, 203 applications were approved on which the Environment Agency were consulted. None were approved contrary to Environment Agency advice.

A joint Strategic Flood Risk Assessment has been carried out on behalf of the three Tees Valley authorities of Stockton, Middlesbrough and Redcar and Cleveland, and was published in February 2007.

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

5.2 Economy - Local Plan Objective: to increase opportunities for investment and employment

Business Development

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

- 325 ha., broken down into 255 ha for general employment use (including 20 ha previously identified for regional brownfield mixed use) and the remainder for key employment sites (70 ha. at Wynyard. This does not include land with planning permission associated with the former Samsung development).
- Up to 445 ha for chemicals.
- 80 ha for Durham Tees Valley Airport and associated uses (already with planning permission).

A comprehensive Employment Land Review has been completed. Nathaniel Lichfield and Partners and Storey SSP. This has identified the following need for employment land within the Borough and has also identified sites which should be allocated:

Period	2005 – 21	2007 – 21	25 year supply.
Total requirement.	218.3	191.1	340.3

During 2008 / 2009 the Council will be involved in a Tees Valley wide project looking at areas both north and south of the Tees, which are important sites for the process industries.

There is clearly sufficient land within the Borough to meet the economic development needs of the area for the foreseeable future based on current take up rates. It is important to recognise that significant parcels of land are identified for the regionally / nationally important process industries cluster located in the Borough. These areas are not normally available for general employment uses such as offices, industrial units or warehouses. When these more specialist

uses are removed from the employment land supply figures, the amount of land available for general employment which is available / committed is similar to the 25 year supply figure identified in the Employment Land Review (approximately 340 hectares).

CORE INDICATOR:

Employment land available by land designation (hectares):

Greenfield – Immediately Available	= 38
Greenfield – Short-term Available	= 41
Greenfield – Long Term Available	= 49
Greenfield – Reserved	= 0
Greenfield – Outline permission	= 129
Greenfield – Detailed permission	= 93
Greenfield – unallocated/available	= 7
Greenfield Total	= 357

Brownfield - Immediately Availability	= 12
Brownfield – Short-term Availability	= 9
Brownfield - Long Term Availability	= 195
Brownfield - Reserved Availability	= 100
Brownfield – Outline permission	= 129
Brownfield – Detailed permission	= 23
Brownfield – Unallocated available	= 30
Brownfield – Total	= 498

Total Employment Land remaining from that allocated in the 1997 Local Plan or with Planning Permission = 855 hectares.

The Council has monitored a number of changes, which are reflected in the availability figures. These include changes in the mapping of sites and more significantly, no longer monitoring several sites for employment use. These sites include:

- Allens West – Application on available land minded for approval.
- North Shore – Non-employment element of scheme removed.
- Queens Park North and Boathouse lane – Residential Consent granted.
- Former Corus Works – Part of site granted a housing consent.

When housing completions are monitored on Boathouse Lane and the former Corus Site, the loss of employment land will then be monitored.

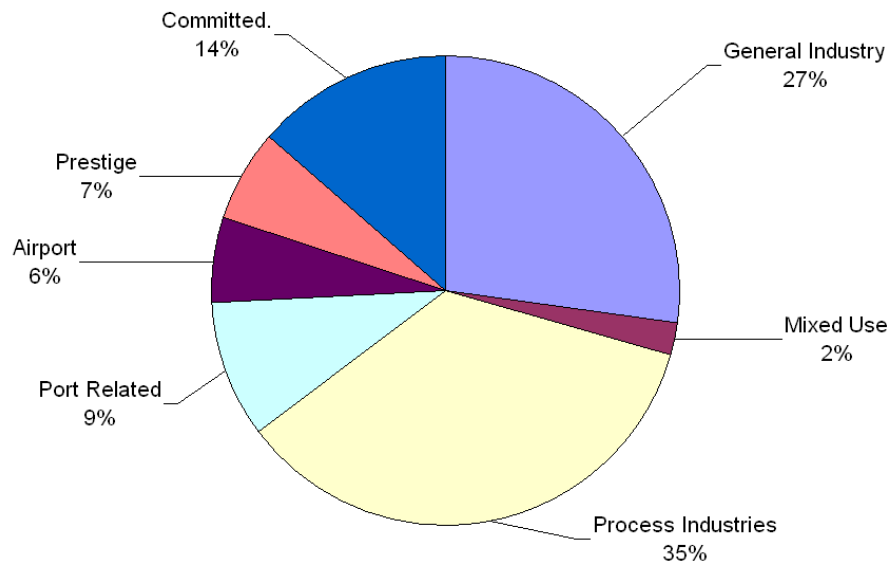


Figure 3 Availability of remaining allocated employment land by type, at 31 March 2008

CORE INDICATOR:

Amount of employment gross floorspace developed by Type during 2007/08 (square metres):

B1	19,740	(67%)
B2 ⁴	1,490	(5%)
B8	7,068	(24%)
MISC ⁵	1,083	(4%)

CORE INDICATOR:

Amount of Previously Developed Land gross floorspace developed by Type during 2007/08 (square metres):

B1	10,463	(74%)
B2	1,490	(11%)
B8	1,127	(8%)
MISC	1,083	(7%)

CORE INDICATOR:

Amount of Employment Land developed during 07-08:

Employment purposes:	12.65 Hectares.
Residential Development:	1.49 hectares lost.

⁴ The floorspace identified as B2 is part of a broad consent which granted B1b, B1c, B2 and B8 uses.

⁵ Permission granted for vehicle sales on industrial land

Of all of the employment locations in the Borough, the site where the majority of business development occurred during the period, was Wynyard Park. Developments completed this year include phase 1 of an office development (3,128 sq.m) at Wynyard Park on land formerly owned by Samsung, and a speculative industrial development (B1c, B2 and B8) which has created 11,149 sq.m of industrial floorspace.

Meanwhile, previously developed land at Bowesfield Lane, once used as an office block and associated depot, have been redeveloped, by Rokerby developments, to create a business campus known as "Surtees Park". Development on the 3 hectare site has so far yielded approximately 10,000 sq.m of B1 floorspace split between 5 buildings. The largest of the buildings on site is occupied by Kvaerner, an engineering company who employ 440 people locally. The Bowesfield South development, by Banks Ltd, also saw an additional 3,024 sq.m of office development split between three buildings.

North Tees Industrial Estate, adjacent to the A19 Tees Flyover, has also experienced further employment land take up. The four developments include a landscape supplies depot, vehicle sales, 4 industrial buildings and a warehouse unit. Less than one hectare of land is now available at this industrial estate.

At Teesdale a development of three offices, commenced towards the end of the 2006 / 2007 period, continue to be developed. This scheme, the first phase of a planning permission for 5 office buildings, should be completed during 2008/2009.

During the period only one instance of loss of employment land was recorded. This was a residential development at Stillington, identified in previous Annual Monitoring Reports, where constructions of a number of dwellings was completed by September 2007.

Year	(Ha)
1997.	6.4
1998.	9.1
1999.	15.1
2000.	14.5
2001.	9.7
2002.	3.6
2003.	3.5
2004.	6.0
2004/05.	8.98
2005/06.	34.63
2006/07.	9.24
2007/08.	12.65

Table 10 Annual Take up of Employment Land sites as identified in the Local Plan 1997 (Local Authority Data 2008)

Unemployment rates dropped between April 2007 and April 2008 by 0.4% to 3.1%. Stockton on Tees continues to compare favourably with the rest of the Tees Valley and at the end of the period, unemployment was below the North East average. The figures are set out in the graph below, which illustrates the changes over the past 10 years compared with the Tees Valley as a whole, the North East and Great Britain. The gap between Stockton and the Great Britain average has reduced significantly since 1998. However, it is anticipated that in the short-medium term the current economic climate could impact on these figures. Recent figures published by the Tees Valley Joint Strategy Unit indicate that unemployment in Stockton has increased to 3.4%. It should be noted that this is still below the figure for 2007 (3.5%).

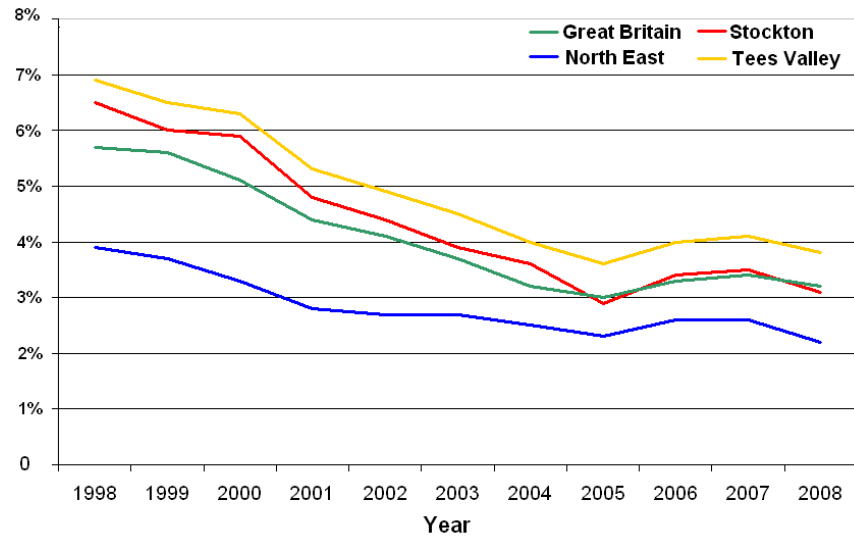


Figure 4 Unemployment trends in Stockton Borough

(Local Authority Data, 2008)

5.3 Development - Local Plan Objective: to secure adequate, decent housing

Housing

Outstanding Commitments

At 31 March 2008, there were about 7,300 gross outstanding planning permissions for new build and conversions to residential use. This compares with a Regional Spatial Strategy figure of 9,475 homes to be built in the Borough between 2004 and 2021.

Permissions granted

Around 1,300 new homes were granted planning permission on new sites in 2007/08. The main sites involved are shown in Table 11. These statistics do not take into consideration approvals for reserved matters applications or re-submissions.

Site	Scheme	Dwellings Approved
Former Roseworth Hotel, Redhill Road	Brownfield	27
Eden House, Langdale Road, Billingham	Brownfield	28
29 and 31 The Meadows, Yarm	Brownfield	29
Plot J, Bowesfield Farm, Stockton on Tees	Brownfield	36
Former CL Prosser Site, Parkfield Road	Brownfield	60
Northern Machine Tools Engineering, Land at Boathouse Lane	Brownfield	118
Mandale Redevelopment Phase 2	Brownfield	263
Land Off Norton Road	Brownfield	551

Table 11 Housing developments approved on new sites during 07/08 (Local Authority Data, 2008)

POSSIBLE LOCAL INDICATOR:

Housing Approvals 07-08 on new sites

15 Conversions to Residential (C3) use
 81 Small Scale new build (on schemes less than 10 units)
 1,191 Dwellings approved on schemes larger than 10 units

Completions

1320 homes were completed during 2007/08. Of these, 32.3% were flats. About 29.8% of all completions had four or more bedrooms, with nearly 5.6% being small units (2 or less bedrooms) and 32.3% having 3 bedrooms. This continues the trend towards a better mix of housing provision than has occurred in the past. Demolitions took place at the main regeneration schemes, resulting in a net completion figure of 1141.

CORE INDICATOR:

Housing Completions 07-08

1141 Net dwellings completed (See Housing Trajectory)
 1320 Gross Completions
 179 Total Demolitions
 Net completions 2004 – 2008 = 2437.

POSSIBLE LOCAL INDICATOR:

Housing Makeup of Completions

Flats:	1 Bed	26
	2 Bed	361
	3 Bed	39
	4 (or more) Bed	0
Houses	1 Bed	0
	2 Bed	74
	3 Bed	427
	4 (or more) Bed	393

Previously Developed Land

Best Value Performance Indicator, BVPI 106 relates to the percentage of new homes built on previously developed land (pdl). Table 12 shows the Council's progress in meeting this target over the last 5 years.

58.7% of housing development took place on brownfield land in 2007/08, a great improvement over previous years, and well above the set target for the Borough. However, it was still slightly short of the Government's target of 60% by 2008, and the RSS target of 70% by 2008 for the Tees Valley. However, Stockton's performance must be seen in the context of large extant greenfield permissions at Ingleby Barwick and Wynyard which, until built out, will make it difficult for Stockton to achieve national and regional targets.

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

CORE INDICATOR:

Percentage of new dwellings built on previously developed land 07-08

58.7% of gross total built on Previously Developed Land

BVPI 106 internal target for 07-08 = 40%

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

Table 12 Best Value Performance Indicator 106 (Local Authority Data, 2008)

(Local Authority Data, 2008) Net Dwellings with planning permission but as yet not constructed	Greenfield	Brownfield
At March 2005	2733	2242
At March 2006	2329	3323
At March 2007	1766	5611
At March 2008	1850	5436

Table 13 Outstanding Housing Commitments (Local Authority Data, 2008)

Affordable housing

Through permissions granted 100 affordable units were built in 2007/08. A large number of houses were completed by Registered Social Landlords, owing to demolitions which took place in the social housing regeneration areas. Table 14 indicates the number of affordable houses committed within the Borough.

Location	Total number of units	Number of affordable units committed	Completed
Corus Site	373	56	
Billingham College	176	18	
Harpers Garden Centre	82	6	
Kvaerner Site	220	11	
Queens Park North	552	12	
Boathouse Lane	202	11	
Sun Street Depot Thornaby	114	10	
Former C L Prosser Site	60	5	
Former Roseworth Hotel	27	4	
29 and 31 The Meadowings, Yarm	29	1	
Northern Machine Tools	118	18	
Darlington Lane	109	10	yes
Peacocks Yards (Land east of Blakeston Lane)	148	22	
Allens West	500	75	
Mandale			
Mandale Park Thornaby - Phase 1	255	80	
Mandale Park Thornaby - Phase 1A	153	40	yes
Mandale Park Thornaby - Phase 2	262	88	
Parkfield			
Parkfield - Phase 1	114	10	
Hardwick			
Piper Knowle Road, Hardwick	626	80	
Piper Knowle Road, Hardwick	20	20	yes
Land bounded by Easington Road Elwick Close and embleton Close	20	20	yes
Piper Knowle Road, Hardwick	20	20	
Waldridge Rd	20	20	yes
Wheatley Road/Whessoe	50	50	yes

Location	Total number of units	Number of affordable units committed	Completed
Road			

Table 14 Affordable housing provision committed within the Borough (Local Authority Data, 2008)

CORE INDICATOR:

Number of Affordable Units Built 07-08

100 (7.6% of total gross completions)

All affordable units were built on previously developed land

The Local Housing Market Assessment was completed in December 2006. This gave the Authority a firmer basis for requiring the provision of affordable housing as part of developments, should a need be identified. In May 2008 the Planning Obligations SPD was adopted, this document set out a target requirement for affordable housing on schemes above 15 dwellings. A joint Tees Valley Strategic Housing Market Assessment is currently being undertaken, in line with Government Guidance, and this will provide further evidence about the Borough's housing market, needs and demands.

Housing Density

The majority of sites which were completed during 2007/08 had densities of between 30 and 50 dwellings per hectare. In the previous period 2006/07 the majority of completions were less than 50 dwellings per hectare owing to the completion of large sites at Ingleby Barwick, the majority of which received permission before PPS3 was published. As a result of planning legislation and sites coming forward in urban areas we are seeing higher dwelling densities in 2007/08. Table 15 shows that higher densities were achieved in urban areas of the Borough.

Major Housing Sites Completed 06/07	Type of Development/Location	Average DPH build on site
Broomedge & Oakfield, South Of Quarry Farm, Village 6 (Fairview)	Suburban	25
Land At Stockton Sixth Form College, Bishopton Road West And Oxbridge Avenue (Bramley Green)	Suburban	48
Land At Stockton Sixth Form College, Bishopton Road West And Oxbridge Avenue (Bramley Green)	Suburban	21
North Tees Hospital, Victoria Gardens	Urban	41
Land At Manor House, Mount Pleasant Road, Stillington	Rural	32
Land To Rear Of 106-122 High Street, Yarm	Flats/Urban	44
Former Parklands Filling Station, Yarm Road	Flats/Urban	91
Former Training Centre, Leeholme Road	Urban	43
Albany House, Berkshire Rd	Terraced/Urban	47
Riverside, Area 5, Village 6 ZONE B	Suburban	16
Eagle House, Martinet Road	Flats/Urban	123
Land bounded by Waldridge Rd, Whickam Rd and Wheatley Rd	Apartments/Urban	64
Extension to Land At Stockton Sixth Form College, Bishopton Road West And Oxbridge Avenue (Bramley Green)	Suburban	83

Table 15 Housing Density 07/08 (Local Authority Data, 2008)

CORE INDICATOR:

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

- 1) less than 30 dwellings per hectare = 22.4%
- 2) between 30 to 50 dwellings per hectare = 48.8%
- 3) above 50 dwellings per hectare = 28.8%

Housing Trajectory

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

The 07-08 trajectory shown on page 25 is based upon the following assumptions:

- The majority of existing planning permissions will be implemented. Three sites which have deliverability issues have been excluded from the trajectory.
- There is currently permission for 271 dwellings on small sites. The average build out rate of small sites over the previous two years was 56 dwellings per annum and this figure has been reflected with 56 in the years 07/08 to 11/12 and 47 in the year 12/13.
- Demolitions have been included in accordance with the proposed schedule.

- In April 2008 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 taken into account advice from the Home Builders Federation.

The trajectory also includes 'monitor' and 'manage' lines. The 'monitor' line shows the number of dwellings above or below the cumulative RSS allocation. The 'manage' represents the annual number of completions needed for the rest of the plan period to meet the RSS requirement, taking into account any shortfalls or surpluses from previous years. In other words, the 'manage' line represents the numbers of completions needed to get a plan strategy back on track at any point in time.

What the housing trajectory shows

Over the first phase of the RSS (2004/05 to 2010/11), Stockton has more than an adequate supply of housing land through existing planning permissions. Over this period, the Borough is expected to contribute 4,876 net additional dwellings to the regional total. Existing approvals (about 7300) together with completions 2004 – 2008 (approximately 2400), gives a total of 9,700.

Over the first two years of the monitoring period, net completions fell below both the RSS figure of 600/annum. This can be partly explained by the large number of demolitions associated with the Mandale and Hardwick regeneration schemes where there had not been any corresponding new build. 2006/07 saw a greater number of house completions than in the previous two years, approaching nearly 600, whilst during 2007/08 almost twice the RSS requirement was built.

The trajectory shows, that the expected completions during the remaining five years of the first RSS period should more than make up for any shortfall in the first two years, as a number of new sites begin development. Higher levels of house completions will continue beyond 2011 into phase 2 of the RSS period, but will begin to tail off as sites become build out.

In order to deliver land for housing throughout the plan period, the Council will have to consider very carefully its strategy in bringing forward housing sites and to monitor its approach to prioritise core regeneration sites.

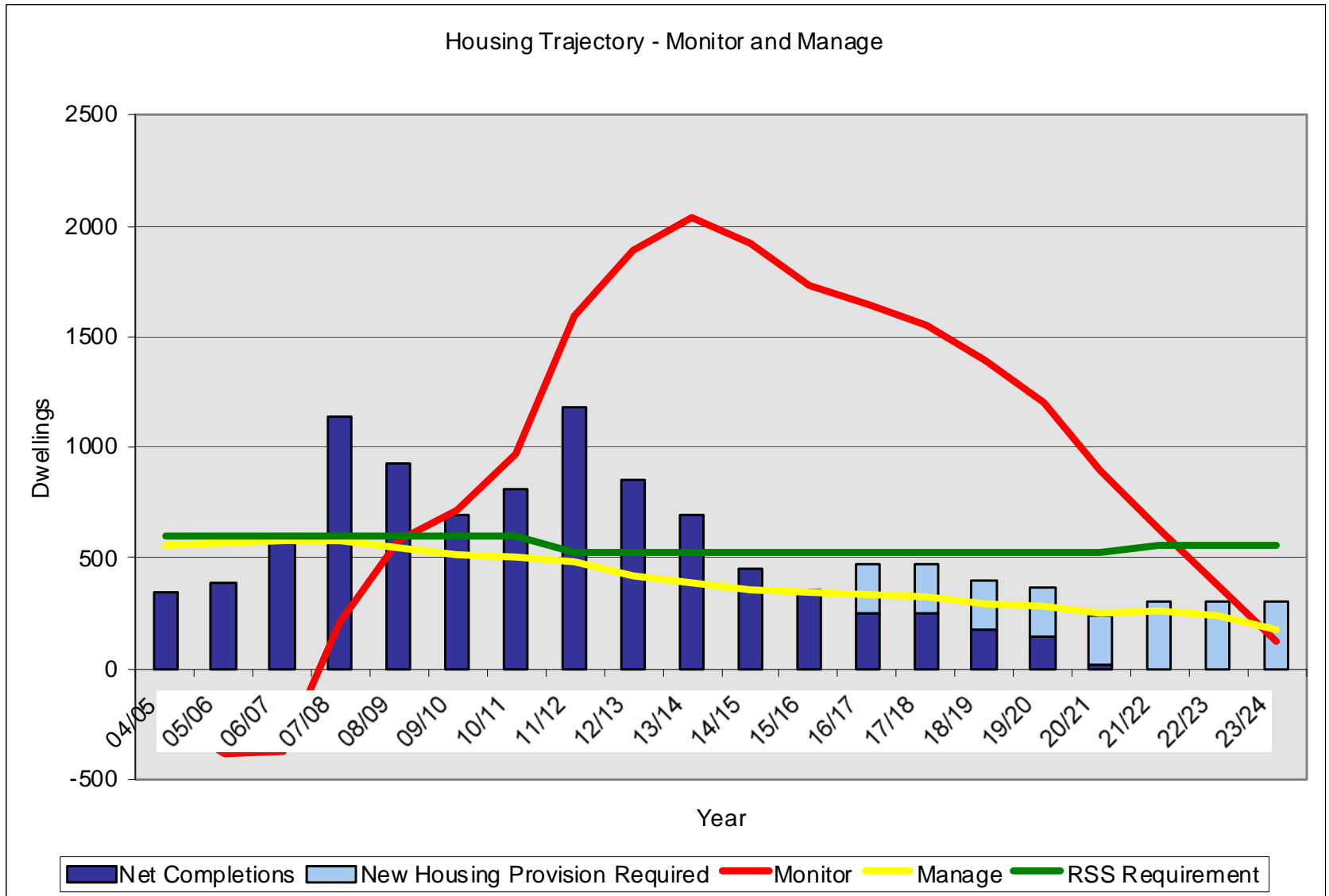


Figure 5 Housing Trajectory

Local Services

CORE INDICATOR:

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

A1 Uses 530 sq.m
B1 Uses 19,740 sq m.
D2 Uses No completed Development

CORE INDICATOR:

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

Retail (A1) – 330 sq.m
No leisure (D2) or office developments (B1) completed.

Retail Performance

Local Plan Alteration Number 1 was adopted in March 2006, bringing retail policies into line with Government Policy.⁶

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

⁶ Policies dealing with flood risk and the quality of ground and surface water were also included.

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

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

During the period two retail developments have been completed. These were a change of use from D1 to A1 at Corporation Hall, Prince Regent Street (330sq.m) and the erection of 2 shop units and a vets surgery on Durham Road Stockton. During the period two retail developments also commenced. These were the erection of a replacement Asda Store at Portrack and an extension to Aldi at Darlington Lane. It is anticipated that they will be registered as completed in the 2008/09 AMR.

Surveys of Stockton Town Centre's Primary Retail Area are conducted every six months, the last one taking place on the first of October 2008. This found that 89.15% of all units in the Primary

Shopping Frontage were in A1 (retail) use. 14.21% of this shopping frontage was found to be vacant. The Secondary shopping frontage was found to have 51.55% of all units in A1 usage, with a vacancy rate of 24.57%. In April 2008 an appeal decision at Unit 1 Lindsay House granted change of use from retail (A1) to financial and

Open Spaces

The Green Flag award standards were introduced in 1996 as a way of encouraging environmental improvements and setting a benchmark for the best green spaces in England and Wales. During 2007-08, Cowpen Bewley and Billingham Beck Valley Country Parks together with Wynyard Woodland Park and Ropner Park, were managed to Green Flag standard. Thornaby Cemetery had every element of the standard in place at 31 March 2008 and was officially accredited with the standard in May 2008. This is a total of 396 Ha.

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

professional services (A2), allowing the premises to be used as a "cheque cashing" business. Notwithstanding this appeal decision it is considered that the adopted Local Plan policies still apply and that there is no capacity for changes of use in Stockton, other than in truly exceptional cases.

CORE INDICATOR:

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

Five Open Spaces in the Borough are managed to Green Flag award standard:

- Cowpen Bewley Country Park (100 Ha)
- Wynyard Woodland Park (162 Ha)
- Billingham Beck Valley Country Park (63Ha)
- Ropner Park (18 Ha)
- Thornaby Cemetery (53 Ha)

This is a total of 396 Ha.

5.4 Transport

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

CORE INDICATOR:

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

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

CORE INDICATOR:

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

54% of all completions on sites over 10 dwellings are within 30 minutes public transport time of all requirements.

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

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

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

Focusing development within the urban areas of the Borough means that public transport routes should be more accessible, thereby providing the opportunity to use public transport and help to create more sustainable pattern of development. Over the last year, 92% of all completed development sites were within a 30 minute public transport journey of key facilities, excluding a hospital. About 54% were within 30 minutes of a hospital, mainly reflecting the position of Ingleby Barwick in the south of the Borough, where a number of sites were completed.

Although the Local Transport Plan target for bus patronage was met, Stockton experienced a further decline in bus passenger numbers in 2007/08. There were 10,504,610 bus journeys in 2007/08, a fall of 0.69% on the 2006/07 figure of 10,577,822. The target in the second Local Transport Plan is to restrict the decline in bus passenger numbers to 10% by 2010/11, so whilst any decline is disappointing, the LTP target of 10,139,480 journeys was exceeded. Stockton Council is also on course to achieve its target to increase rail passenger journeys by 3% per annum through the period of the second Local Transport Plan.

A stakeholder board has been formed for the Tees Valley with high-level representation from each major operator and Local Transport Authority. The Tees Valley Project Management Board was set up in 2007 and meets on a regular basis (once a month) to oversee the development of all major public transport related projects in the Tees Valley, including the major scheme bid for improving the bus network

and the Tees Valley Bus Quality Partnership. This achieves a key objective of the second Local Transport Plan.

	Major Housing Sites Completed 07/08	Quickest public transport time to North Tees Hospital, using closest bus stop and peak time journey.
Urban Area	Land Bounded By Waldridge Road Whickham Road And Wheatley Road Stockton	Less than 15 minutes
	North Tees Hospital, Victoria Gardens.	Less than 15 minutes
	Former Training Centre, Leeholme Road, Billingham	Less than 30 minutes
	Albany House, Berkshire Road, Norton	Less than 30 minutes
	Land at Former Stockton Sixth Form College.	Less than 30 minutes
	Eagle House, Martinet Road, Thornaby	Less than 45 minutes
Suburbs	Broomedge and Oakfield, Ingleby Barwick	Less than 45 minutes
	Riverside, Area 5, Ingleby Barwick	Less than 45 minutes
	Land to rear of 106- 122 High Street, Yarm	Less than 45 minutes
	Former Parklands Filling Station, Yarm Road	Less than 45 minutes
Rural Villages	Land at Manor House, Stillington	Less than 60 minutes

Table 16 Public Transport Times to the North Tees Hospital from major recent housing developments

In 2007/08 the number of stops upgraded with platforms to accommodate low floor buses increased to over 40% of stops that are currently in use within the Borough. This means that the Council can achieve its target of having all stops upgraded by the end of the second Local Transport Plan in 2010/11, although an accelerated programme based on the major scheme bid being successful will be needed.

Stockton Council has implemented the first operational bus gate in the Tees Valley sub region on Bowesfield Lane. This is on the MIBuS X6 Kickstart route and makes the service far more accessible to residents in Parkfield, which is an area of high social need.

The age of the bus fleet and use of buses that are not wheelchair accessible remains a strong concern of the public, despite Stockton's success in adding 17 new low floor buses to the local fleet through successful urban and rural bus challenge bids. In 2006/07 this was increased to 22 by an addition of 5 new Scania buses operating the MIBuS X6 service funded by a successful £730,000 Kickstart bid.

Members of the public have commented favourably on the new buses that have effectively set a new standard in the sub region. Some small operators have also upgraded their fleet, most notably Leven Valley – who are using new low floor buses and are the first operator to achieve a 100% accessible fleet in the Tees Valley. A key objective of the Quality Partnership overseeing the major scheme bid will be to have a 100% modern accessible fleet on all core routes.

Stockton's Public Transport strategy identified the introduction of real time bus passenger information as a 'critical element in alleviating uncertainty in the minds of users'. The first target of having displays available at selected key stops has been met, although the regional system has experienced reliability problems through difficulties with radio reception. This has held up the roll out of displays to other stops, although displays have been provided at stands used by local services at the north end of Stockton High Street. These are only

able to show scheduled service information at present, although it is intended to upgrade them to display real time information in 2008/09.

The achievement of 100% effective CCTV coverage of the bus fleet operating scheduled services in Stockton was the first key target to be achieved under the second Local Transport Plan. The roll-out of CCTV on buses has been so successful that systems are now being fitted to buses operating small school contracts. Stockton Council is continually investing in CCTV as systems have to be replaced and new buses are brought into operation. The need to protect new infrastructure has resulted in substantial further investment through CCTV in bus shelters. Systems were fitted in six shelters at selected trial sites for evaluation in 2006/07.

Stockton Council has negotiated an agreement for free concessionary travel without any restriction on the time of travel throughout the Tees Valley. Pathfinder has been retained at least until 2011/12 and Trailblazer has been incorporated into Pathfinder so that all 16-19 year olds have access to unrestricted half fare travel in the Tees Valley.

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

- Route 1 of the National Cycle Network (NCN) within the Borough has been completed;
- NCN Route 14 is now in place between the Hartlepool Borough Boundary, Billingham, Stockton town centre and Long Newton.

The local cycle network has also been expanded:

- A new link from Bowesfield Lane to Thornaby as part of works to Surtees Bridge.
- Toucan crossings in place on all crossings on Portrack Interchange to enable safer movement for cyclists and pedestrians.
- Routes within Mandale Linear Park development to allow residents to access the wider Thornaby area by bike.

Tables 17 and 18 highlight the progress made since adoption of the Local Plan in June 1997.

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

Table 17 Progress made on proposed footpath and cycle routes

Footpath / Cycle route	Status
Surtees Bridge - Tees Bridge - Borough boundary (South bank of the River Tees);	Partially Complete
Surtees Bridge - Tees Barrage - Newport Bridge (North bank of the River Tees)	Largely Complete
Stockton Town Centre - Preston Farm - Ingleby Barwick (along Thornaby bypass) - Borough boundary	Complete
Letch Lane - North Tees Hospital - Newham Grange Park - Stockton Town Centre	Partially Complete.
Thornaby bypass - River Tees (south bank) - Eaglescliffe	Not implemented to date; currently under consideration as part of proposed link between Ingleby Barwick and Eaglescliffe
Ingleby Barwick - Bassleton Court - Airfield industrial estate - Thornaby Town Centre - Littleboy park	Largely Complete
Billingham Beck branch line - Tees Barrage, Stockton	Partially Complete
Long Newton - Marrick Road, Hartburn - Grangefield Park - Green Lane, Stockton	Complete. Elton Interchange to be made more cyclist friendly in 2009/10.

Table 18 Progress made on the provision of new cycle routes

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

Such schemes include:

- The South Stockton Link, designed to open up brownfield sites for redevelopment, improve access to Stockton town centre from the Strategic (i.e. Trunk) Road Network and provide a third access to Ingleby Barwick, one of the largest new housing developments in Western Europe. This was completed in September 2007 with the full opening of the Interchange with A66;
- The A66 trunk road was widened over Surtees Bridge to accommodate the interchange with South Stockton Link;
- In association with the Highways Agency and Tees Valley JSU, a study into the local road network between Portrack and Newport Bridge was commissioned. This will provide improved links for local traffic and relieve the trunk road network. It will assist with public transport and vulnerable road users.; and
- The Portrack Roundabout Improvement Scheme, has been designed to cater for the predicted increase in traffic movements associated with the development of the Teesdale and North Shore major inward investment sites.

Although road-based, all four of the above schemes incorporate measures designed to encourage the use of more sustainable alternatives to the private car. The South Stockton Link includes over 3 km of new footpath/cycleway, the North Shore Gyratory includes a key section of Route 14 of the National Cycle Network, and the Portrack Roundabout Improvement Scheme includes a “ring” of shared footpath/cycleways, encircling the two roundabouts and connecting all of the existing and proposed cycle routes that meet at the interchange. The Portrack Access Study will provide significant benefits for public transport.

The Council has also worked closely with the Highways Agency during development of the A66 Long Newton Interchange Scheme which opened to traffic in May 2008. It provides a direct, high quality

road link between Durham Tees Valley Airport and the Strategic Road Network. As well as accommodating the predicted increase in traffic movements associated with expansion of the Airport, the scheme will also improve local accessibility, both by re-establishing the direct bus link between Long Newton and Stockton removed in 2002 on road safety grounds and by extending National Cycle Route 14 westwards towards Darlington.

6 Key Findings of the Annual Monitoring Report

Stockton's fourth annual monitoring report sets out progress made in 2007/08 in meeting the targets set in the Local Development Scheme, and in implementing policy. This report has considered the core output indicators recommended by ODPM, in addition to looking at the progress of individual policies of the existing Local Plan.

The key findings drawn from this report are;

- The need to set realistic targets for the preparation of DPDs and other documents within the LDF.
- Continuing need to develop local indicators, with associated targets, in order to monitor the Local Development Framework.
- Need to continue to improve existing and develop new monitoring systems, in order to meet the demands of the new planning system.
- Completion of on-going studies is vital to establish a more comprehensive evidence base, to inform future DPDs.
- The housing trajectory shows that Stockton Borough has adequate land supplies to meet the RSS requirements for housing targets during the first part of the plan period, and beyond. Continuing to plan, monitor and manage housing development will be essential to considering future applications throughout the plan period.

7 Key Actions

Developing Indicators

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

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

Establishing “fit for purpose” monitoring systems

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

- The information required is recorded, in accordance with the new Core Indicators guidance issued in August 2008, and to enable local indicators to be monitored.
- The information is readily available in a format suitable for monitoring targets and indicators on an annual basis.
- Adequate resources are available to record and interpret the required information.

Development of the evidence base

Much of the evidence required to monitor the Local Development Framework already exists, and just needs to be brought into the monitoring system. However, the completion of a number of on-

going studies will provide further baseline information against which progress can be monitored. These include:

- Development of Open Space Standards
- An annual update of the Strategic Housing Land Availability Study
- Detailed housing need studies to underpin the provision of rural affordable housing.

Housing Trajectory

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

The Local Development Scheme

The Council met its key milestones in 2007/08, as set out in the LDS 2007. However, slippage has occurred relating to the preparation of Preferred Options for the Regeneration DPD, the minerals and Waste DPDs and the Yarm and Eaglescliffe Area Action Plan. This was mainly caused by resources being transferred to the production of studies to complete the evidence base, and to ensure that the Core Strategy met its target dates.

In considering revisions to the LDS, in accordance with amended Regulations that came into force in June 2008, a realistic timetable will need to be prepared for progressing these documents, and for beginning preparation of an Environment DPD. It will be important to allow sufficient time to complete a comprehensive evidence base, as necessary, proportionate to the importance of the DPD, and to

decide how best to take the Yarm and Eaglescliffe Area Action Plan forward.

The Statement of Community Involvement will also require updating to reflect the amended Regulations.

Appendix 1

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

Policy	Description
GP1	Proposals for Development
EN1	Sites of Special Scientific Interest
EN2	Local Nature Reserves
EN4	Sites of Local Nature Conservation Importance
EN5	Land Adjoining North Tees Works
EN7	Special Landscape Areas
EN8	Ancient Woodland
EN9	Wynyard Park/Historic Parks
EN11	Cleveland Community Forest (now Tees Forest)
EN12	International Nature Reserve
EN13	Limits to Development
EN14	Green Wedges
EN15	Urban Open Space
EN16	Land Allocation (Crosby Sarek)
EN17	Site Allocations (Mixed Use)
EN20	Reuse of Rural Buildings
EN22	Conservation Area Boundary Reviews
EN23	Conservation Area appraisals and Management Plans
EN24	New Development in Conservation Areas

Policy	Description
EN25	New Development in Conservation Areas
EN26	Listed Buildings
EN27	Listed Buildings
EN28	Listed Buildings
EN29	Sites of Archaeological Interest
EN30	Sites of Archaeological Interest
EN36	New Hazardous Development
EN37	Expansion of Hazardous Installations
EN38	Residential Development near a Hazardous Installation
EN39	Industrial or Commercial Development near a Hazardous Installation
EN40	Storage and Use of Hazardous Substances
EN42	Wind Turbines in the Open Countryside
IN1	Business and General Industry
IN2	Allocations for General Industry, Storage and Distribution
IN3	Port Related
IN4	Prestige Sites
IN5	Potentially Polluting or Hazardous Industrial Uses
IN6	Hazardous Installations

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

Schedule of policies recommended for 'saving' from Local Plan Alteration No. 1 March 2006.

Policy	Description
S1	Retail Hierarchy

Policy	Description
REC17	Public Landing Points
REC18	Slipways
REC19	New Slipways
REC20	New Footpaths and cycle Routes
REC21	New Bridges
TR1	Pedestrian Bridges
TR4	New Cycle Routes
TR8	Light Rails or Bus Way Transport Corridors
TR11	Safeguarding Rail Corridors
TR12	Trunk Road Improvements
TR13	Highway Improvements
TR15	Highway Design
TR16	Private Parking in Stockton Town Centre
TR18	Yarm Town Centre Parking
TR19	Safeguarding a Rail Link to Seal Sands
TR20	Safeguarding Rail Sidings
TR21	Employment Uses at Teesside Airport

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 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