

CABINET AGENDA



Monday, 25 January 2010

at 9.00 am

in Committee Room B, Civic Centre, Hartlepool

MEMBERS: CABINET:

The Mayor, Stuart Drummond

Councillors Hall, Hargreaves, Hill, Jackson, Payne, and Tumilty

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

- 3.1 To receive the Record of Decision in respect of the meeting held on 22 December 2009 (previously circulated)
- 3.2 To receive the Record of Decision in respect of the meeting of the Emergency Planning Joint Committee of 25 September 2009

4. BUDGET AND POLICY FRAMEWORK

No items

5. KEY DECISIONS

- 5.1 Public Convenience Policy – *Director of Regeneration and Neighbourhoods*
- 5.2 Neighbourhood Consultative Forum Review – *Director of Regeneration and Neighbourhoods*
- 5.3 Hartlepool Core Strategy Preferred Options Report For Consultation – *Director of Regeneration & Neighbourhoods*

6. OTHER ITEMS REQUIRING DECISION

- 6.1 Groundworks – *Director of Regeneration and Neighbourhoods*
- 6.2 Consultation on HBC Owned Sites in Seaton Carew - *Director of Regeneration and Neighbourhoods*
- 6.3 2010/11 Proposals For Capital Programme Funding – *Director of Regeneration and Neighbourhoods*

7. ITEMS FOR DISCUSSION

- 7.1 Leaders and Elected Mayors' Board Scheme for the North East – *Chief Executive*

8. ITEMS FOR INFORMATION

- 8.1 Corus and the Transition to a Low Carbon Economy in the Tees Valley – *Chief Executive*

9. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

EXEMPT ITEMS

Under Section 100(A)(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that it involves the likely disclosure of exempt information as defined in the paragraphs referred to below of Part 1 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) Act 1985

10. EXEMPT ITEM FOR INFORMATION

- 10.1 Equal Pay Risk Update (para 4 and para 7) – *Corporate Management Team*

EMERGENCY PLANNING JOINT COMMITTEE

MINUTES AND DECISION RECORD

25 September 2009

The meeting commenced at 12 noon at Police Headquarters, Ladgate Lane, Middlesbrough.

Present:

Councillor Barry Coppinger, Middlesbrough Borough Council (In the Chair)
Councillor Terry Laing, Stockton Borough Council
Councillor Dave McLuckie, Redcar and Cleveland Borough Council

Denis Hampson, Chief Emergency Planning Officer
Sarah Bird, Democratic Services Officer

13. Apologies for Absence

The Mayor, Stuart Drummond (Hartlepool Borough Council).

14. Declarations of Interest

None.

15. Minutes of the meeting held on 17 July 2009

Confirmed.

16. Progress Report – Performance Indicators – Chief Emergency Planning Officer

Purpose of Report

To inform the Joint Committee of the progress being made towards achieving the performance indicators set down in the 2009/10 Annual Plan of the Cleveland Emergency Planning Unit.

Issues for Consideration

The report detailed the progress made towards achieving the performance indicators previously set in order to monitor and review progress and performance.

There are a total of 21 performance indicators for 2009/10 and it is anticipated that all indicators will be achieved either in full or part by 31 March 2010. However, much will depend on how quickly new staff joining the Emergency Planning Unit (EPU) settle into their role and contribute to the work of the EPU. Staff retention continues to create long term planning issues as three staff had left the EPU over the past three months.

Performance Indicator 3 had arisen as a result of the Buncefield recommendations. Plans for the Tall Ships Race 2010 were progressing as hoped.

Decision

Members noted the report.

17. Review of the Cleveland Emergency Planning Unit *– Chief Emergency Planning Officer*

Purpose of Report

To inform Members of the Emergency Planning Joint Committee that the Chief Emergency Planning Officer has carried out a review of the Cleveland Emergency Planning Unit.

To seek endorsement of the recommendations made in the review and in particular support the continuation of the EPU in its present format.

To inform Members that the review has been forwarded to the four Chief Executives and is anticipated that it will be considered at a meeting of the Tees Valley Chief Executives' Group.

Issues for Consideration

The EPU was last reviewed in 2002 and resulted in the creation of the current Emergency Planning Joint Committee which has an executive function with each authority being represented by a senior elected member, who is either a portfolio holder or Cabinet member.

The review has been performed by the Chief Emergency Planning Officer in consultation with partners using a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis tool which has demonstrated the many strengths and opportunities for consistency and efficiencies that the EPU provides. Any areas of perceived weaknesses focus around the working together of the local authority and emergency services personnel, the growing workstreams being undertaken by staff including those in relation to pipeline regulations and reservoirs and corporate ownership of the function.

The EPU had achieved Beacon Status in 2007/2008 and is seen by

others outside of the area as the model that should be followed. The structure of the unit is supported by members of the Cleveland Local Resilience Forum and industrial partners involved in respect of the Control Of Major Accident Hazards (COMAH), Pipeline Safety and Nuclear Planning legislation. Cleveland EPU has earned a credible reputation locally, regionally and nationally. Evidence demonstrates that the centralised Cleveland unit places the critical mass of resources, skills experience and expertise in the right place.

The review strongly supported the present format and management structure of the EPU for the four local authorities together with its co-location alongside the emergency planning functions of the emergency services. The structure could be further enhanced by the movement of the Emergency Planning Officer for the Primary Care Trusts into the co-located unit. The review also supported the continuation of the political overview through the present Emergency Planning Joint Committee structure as well as that the present management structure should remain unaltered. There was an increase in audit and accountability and a reliance on performance indicators being used. However because the EPU would need to vacate their existing site due to the Cleveland Fire Brigade replacing some of their current buildings, a multi-agency project group should be established in order to find suitable accommodation. There would be a number of other members of staff to accommodate as Cleveland Police wished to amalgamate their contingency staff who looked after royal visits and similar, with the Emergency Planning Unit.

Discussion took place in relation to the relocation of the Unit as the proposed rental by the Fire Authority was cost prohibitive. The Chief Emergency Planning Officer would form a project group with estates managers to look for suitable accommodation. All agreed that a central site in the area would be more suitable for the Unit. Councillor McLuckie suggested that Police Headquarters may be suitable for consideration.

Decision

Members noted that the review was being considered by the Chief Executives' Group.

Members supported the continuation of the Cleveland Emergency Planning Unit in its present format.

Members endorsed the recommendations of the review.

18. Civil Contingencies Act – Expectations and Indicators of Good Practice – Chief Emergency Planning Officer

Purpose of the Report

To inform Members of the document by the Cabinet Office entitled 'Expectations and Indicators of Good Practice Set' which has the aim of clarifying what is expected of Local Authorities as a Category 1 responder in relation to their duties under the Civil Contingencies Act (CCA) and the Resilience Capabilities Programme.

To inform Members that the document will provide a framework for assessment which in the future can be used by regulatory bodies, but also provide a means by which Local Authorities and Local Resilience Forums may perform a self assessment of their emergency planning and resilience activities.

To consider how the Joint Committee, on behalf of the Local Authorities, will take forward the Cabinet Office requirements as set out in the document which is split into two parts, first dealing with the legislative requirements of the Civil Contingencies Act, whilst the second part focuses on results from the 2008 Resilient Capabilities Survey and efficiencies. It can be envisaged that this second part will feed the input into the next survey which will be required to be completed in 2010.

Issues for Consideration

The report focussed on how the Chief Emergency Planning Officer intended to ensure that the Local Authorities met the requirements of the Civil Contingencies Act and its auditing process. The EPU would undertake the role of ensuring that requirements were met although others including the emergency services would need to supply evidence and support to this. The Chief Emergency Planning Officer, as part of his co-role as the Local Resilience Forum Manager would work jointly with other emergency planning and resilience managers/officers to ensure that there was a joined up approach to ensure that the expectations and performance indicators were met through the Local Resilience Forum.

It was proposed that this work would be undertaken over the next 2 years by the Chief Emergency Planning Officer utilising the Local Resilience Working Group, the Cleveland Media Emergency Forum and Local Resilience Forum sub groups to progress the functions required to complete the expectations set. The Chief Emergency Planning Officer would bring progress reports to future meetings of the Joint Committee.

The Act gave the Government powers to put in a monitoring inspection framework so it was likely that inspections would begin. There was a necessity to undertake the work but this would be undertaken in 'bite size chunks' as there were no resources available to appoint a member of staff to deal with this.

Decision

Members endorsed the proposals in the report.

19. Expectations and Indicators of Good Practice – Humanitarian Assistance – *Chief Emergency Planning Officer*

Purpose of the Report

To provide evidence of how the Cleveland Emergency Planning Unit is meeting the requirements of the duties in respect of Humanitarian Assistance planning, training and exercises.

Issues for Consideration

Members were reminded of the multi-agency Humanitarian Assistance Training Day held in March 2009 which brought together many of the agencies who have a role to play in providing post incident support to those affected by a major emergency. It was acknowledged that this had been a successful event, attended by a wide range of partners and members of the voluntary sector.

The work already undertaken and that being undertaken, provides ample evidence that Cleveland is meeting its expectations of the Civil Contingencies Act in respect of Humanitarian Assistance planning.

Decision

Members endorsed the evidence produced.

Members agreed that the evidence demonstrated that the indicator in respect of Humanitarian Assistance was being adequately met.

Members acknowledged the huge amount of effort by members of the Emergency Planning Unit (Local Authority and Police) that went into ensuring the multi-agency training day was successful.

20. Swine Flu – Chief Emergency Planning Officer

Purpose of the Report

To update Members of the Emergency Planning Joint Committee on the present situation in respect of swine flu.

Issues for Consideration

The Chief Emergency Planning Officer updated Members on the current status of swine flu in the North East which had moved from the containment to the treatment phase. The group most affected was the 5 – 24 age group and not the over 65s as expected. A 'flu director' had been appointed by the Primary Care Trust. The Chief Emergency Planning Officer explained how a Unique Reference Number (URN) would be given to those contacting the National Pandemic Flu Service and this would be used to obtain anti-viral prescriptions from Primecare in Thomaby which was currently the only anti-viral collection point in use in the area. Other premises had been identified if necessary. It was envisaged that a vaccination programme would commence in October 2009 aimed initially at health care workers.

Decision

Members noted the contents of the report.

21. Water Rescue Capability Register – Chief Emergency Planning Officer

Purpose of Report

To inform Members of the Emergency Planning Joint Committee that the Cleveland Emergency Planning Unit had produced a Water Rescue Capabilities Register which was one of the major recommendations of the Pitt Review following the serious flooding in the summer of 2007.

To inform Members that the register met recommendation 4 of the Pitt Interim Review that stated

“The Review recommended the urgent review of current local arrangements for water rescue to consider whether they are adequate in light of the summer’s events and their community risk registers”

To inform Members that the Register will sit alongside the Adverse Weather Protocol together with the Floor Response Plans which were currently being revised to conform to new guidelines issued by DEFRA.

Issues for Consideration

The Chief Emergency Planning Officer outlined how this register sat alongside the flood response plans and outlined the capabilities and responsibilities of various organisations that can provide resources and equipment to assist with the response to a major flooding event. He explained that those areas which were most likely to flood were known by the unit, but it would be unlikely that preventative work could be done on these areas as it was cost prohibitive.

Decision

Members noted the report.

22 Reported Incidents/Cleveland Communications Strategy – Chief Emergency Planning Officer

Purpose of Report

To inform members of the Emergency Planning Joint Committee of the incidents reported, severe weather and flood risk warnings received and communications strategy faxes received and dealt with by the Cleveland Emergency Planning unit. The report covered the period between 1 July 2009 and 11 September 2009.

Issues for Consideration

There had been a total of 18 warnings relating to adverse weather conditions received during the period. Several of the messages relating to rainfall related to that which had occurred on the afternoon of Friday 17 July 2009 when a number of roads across the area were affected by surface water flooding and houses were flooded at Guisborough and Ormesby High Street. The Unit had been made aware that this extreme rainfall was expected during which time the Fire Brigade had dealt with over 200 calls for assistance. There is an adverse weather protocol which usually resulted in the opening of a command room at Police HQ to co-ordinate the response but on this occasion the Control Room had not followed the protocol. Members expressed concern that the protocol had not been followed on this occasion.

During the period there had been 40 'blue' faxes in relation to unexpected alarms sounding which could be heard off site, excessive flaring, small releases of chemicals or unexpected fumes or smoke from chimneys or plants. Of these 40, 10 were received and dealt with by the duty Emergency Planning Officer outside of normal office hours.

There had been 12 incidents of note which were outlined in the report. A couple of these related to tanker spillages which had affected roads in

the area. The Chief Emergency Planning Officer said that persistent offenders had been identified and would be spoken to regarding bad practice.

Decision

Members noted the report.

The meeting concluded at 1.00 pm.

CHAIR

CABINET REPORT

25 January 2010



Report of: Director of Regeneration & Neighbourhoods

Subject: PUBLIC CONVENIENCE POLICY

SUMMARY

1. PURPOSE OF REPORT

The purpose of this report is to inform Cabinet of the newly developed policy for the future provision of public conveniences in Hartlepool recently endorsed by the Portfolio for Transport and Neighbourhoods.

2. SUMMARY OF CONTENTS

This report provides a concise description of the current public convenience service, comments on the recent refurbishment programme and considers the introduction of a Community Toilet Scheme working in partnership with the private sector. It also seeks approval to adopt the Public Convenience draft policy.

3. RELEVANCE TO CABINET

The Public Conveniences Service is a responsibility of the Transport and Neighbourhoods Portfolio Holder, but this is a town wide issue affecting all Portfolios.

4. TYPE OF DECISION

Key decision. Test (ii) applies.

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on 21 December 2009 and Cabinet on 25 January 2010.

6. DECISION(S) REQUIRED

Cabinet adopts the Public Convenience Policy (attached as **Appendix A**) from immediate effect.

Report of: Director of Regeneration & Neighbourhoods

Subject: PUBLIC CONVENIENCE POLICY

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Cabinet of the newly developed policy for the future provision of public conveniences in Hartlepool recently endorsed by the Transport & Neighbourhoods Portfolio.

2. BACKGROUND

- 2.1 The first public toilet in Britain was opened over 150 years ago, and for a long time, the provision of municipal public convenience facilities was a matter of considerable civic pride. Over recent years however, many local authorities were unable to maintain or improve the facilities to the required and expected standards, and were forced to close many public conveniences due to financial pressures and high operating and maintenance costs.
- 2.2 Another reason for their decline was the persistent and increased levels of vandalism and antisocial behaviour, which apart from the financial implications, created issues of public anxiety and concern, health and safety and put staff and users of the facilities at risk. As such, many facilities became an eyesore and a focus for activities such as vandalism, drug taking and other anti-social activities which accelerated and necessitated the closure of some of the facilities.
- 2.3 In 2007 the Neighbourhood Services Scrutiny Forum carried out a comprehensive investigation into the provision of public conveniences in Hartlepool. The investigation recognised the vital contribution a well-managed public convenience service can make, both to the quality of life for our residents, and our visitors and the negative effect which the lack of adequate provision and the poor maintenance of public conveniences can have on tourism and on the town's image in general. Cabinet accepted the findings of the Scrutiny investigation and an all-embracing action plan was implemented covering the demolition of old redundant and closed facilities, the refurbishment of the remainder and new build in tourist areas such as the Headland and Seaton Carew.
- 2.4 The Scrutiny investigation also recommended that the Council had a policy for the provision of Public Conveniences, as there are no corporately agreed criteria for deciding on the provision and the location of public conveniences. The proposed policy is based upon the outcomes of the Neighbourhood Services Scrutiny review and re-examination of the relevant evidence and information available relating to the

5.1

provision of Public Convenience in Hartlepool. In attempting to develop and formulate the most appropriate policy, it is necessary to set-out the parameters of the current and the proposed service requirements.

- 2.5 The provision and maintenance of toilets in public places is at the discretion of local authorities who have a power, under section 87 of the Public Health Act 1936 ("PHA 1936"), to provide public conveniences, but no duty so to do. It is therefore up to the local Authority to decide whether it should provide public toilets and, if so, how many.

3. CURRENT SERVICE PROVISION

- 3.1 Currently, Hartlepool Borough Council provides public toilet facilities, at the following sites;

Item	LOCATION	NUMBER OF CUBICLES		URINALS	DISABLED FACILITIES	BABY CHANGING
		FEMALE	MALE	MALE		
1	Clock Tower - Seaton Carew	10	4	8	Yes	Yes
2	Seaton Old Baths Site	6	2	9	Yes	Yes
3	Middlegate - Headland	3	2	3	Yes	Yes
4	Lighthouse - Headland	2	1	3	Yes	Yes
5	Stranton Crematorium	1	1	2	Yes	No
6	West View Cemetery	1	1	2	No	No
7	Ward Jackson Park	3	2	3	Yes	Yes
8	Rossmere Park	3	2	3	Yes	Yes

OPENING HOURS

- 3.2 Summer Period - 1 March to 31 September

Item	LOCATION	OPERATING HOURS					
		OPENING			CLOSING		
		MONDAY-FRIDAY	SATURDAY-SUNDAY	BANK HOLIDAY	MONDAY-FRIDAY	SATURDAY-SUNDAY	BANK HOLIDAY
1	Clock Tower - Seaton Carew	8:00 am	8:00 am	8:00 am	9:30 pm	10:00 pm	10:00 pm
2	Seaton Old Baths Site	8:00 am	8:00 am	8:00 am	8:00 pm	9:30 pm	9:30 pm
3	Middlegate - Headland	8:00 am	8:00 am	8:00 am	8:00 pm	9:30 pm	9:30 pm
4	Lighthouse - Headland	8:00 am	8:00 am	8:00 am	8:00 pm	9:30 pm	9:30 pm
5	Stranton Crematorium	8:00 am	8:00 am	8:00 am	4:30 pm	8:00 pm	8:00 pm
6	West View Cemetery	8:00 am	8:00 am	8:00 am	8:00 pm	8:00 pm	8:00 pm
7	Ward Jackson Park	8:00 am	8:00 am	8:00 am	* Please refer to table below		
8	Rossmere Park	8:00 am	8:00 am	8:00 am	* Please refer to table below		

3.3 Winter Period – 1 October to 28 February

		OPERATING HOURS					
		OPENING			CLOSING		
Item	LOCATION	MONDAY - FRIDAY	SATURDAY - SUNDAY	BANK HOLIDAY	MONDAY- FRIDAY	SATURDAY - SUNDAY	BANK HOLIDAY
1	Clock Tower - Seaton Carew	8:00 am	8:00 am	8:00 am	5:00pm	5:00pm	5:00pm
2	Seaton Old Baths Site	8:00 am	8:00 am	8:00 am	5:00pm	5:00pm	5:00pm
3	Middlegate - Headland	8:00 am	8:00 am	8:00 am	5:00pm	5:00pm	5:00pm
4	Lighthouse - Headland	8:00 am	8:00 am	8:00 am	5:00pm	5:00pm	5:00pm
5	Stranton Crematorium	8:00 am	8:00 am	8:00 am	4:30pm	5:00pm	5:00pm
6	West View Cemetery	8:00 am	8:00 am	8:00 am	5:00pm	5:00pm	5:00pm
7	Ward Jackson Park	8:00 am	8:00 am	8:00 am	* Please refer to table below		
8	Rossmere Park	8:00 am	8:00 am	8:00 am	* Please refer to table below		

NOTES:

- All public conveniences shall be opened on **Bank Holidays**, unless otherwise specified.
- Closing times as above or at **DUSK** if earlier (Health & Safety implications)
- Entry to 'Disabled' toilets will require 'Radar' key.

Clock Tower, Seaton Carew

- The Clock Tower Public Convenience facilities are in the process of being completely refurbished, providing a higher standard of equipment and better level of service.
- Apart from the structural and the general building fabric improvements, the refurbishment includes the complete replacement of the current equipment with new modern equipment incorporating anti-vandal properties.

Seaton Old Baths Site and Coronation Drive

- New modern facilities are currently being built near the car park in Coronation Drive, adjacent to the Newburn Bridge which is approximately 500m to the North of the Old Seaton Baths site, which will be demolished and the area grassed over once the new facilities have been fully commissioned and opened.

Headland (Middlegate and Lighthouse)

- The newly purpose built public conveniences at Middlegate, close to the Northgate Shopping Parade and the Croft Gardens, and the recently refurbished and upgraded facilities at the Lighthouse public conveniences near the Heugh Battery, include

5.1

disabled and baby changing facilities providing high quality public toilet facilities for the visitors to the Headland's foreshore and tourist areas.

Stranton Cemetery

- 3.8 Heating, together with routine and planned maintenance to the main facility has been introduced.

West View Cemetery

- 3.9 No major investment required, maintenance of existing facilities is ongoing.

Ward Jackson and Rossmere Parks

- 3.10 Following the recent refurbishment and modernisation of these facilities, Ward Jackson and Rossmere parks now offer high quality public conveniences. Both sites have been upgraded to include facilities for disabled people, as well as baby changing facilities.
- 3.11 The Council will ensure that all conveniences are maintained to a high standard of cleanliness at all times and shall ensure there is an adequate supply of toiletries.

4. SECURITY

- 4.1 The Council has and continues to invest substantial resources in combating anti social behaviour and vandalism. The public's perceived fear of crime is such that CCTV etc is now almost a necessity.
- 4.2 As a further measure to reduce and deter vandalism and anti-social behaviour, and also to discourage large groups from gathering near or inside these facilities, CCTV cameras have been installed in the lobby of the new toilets at Middlegate. Reports indicate that this measure has been successful, particularly in terms of reassuring the elderly and other vulnerable people.
- 4.3 In line with above findings and experiences, and in an attempt to alleviate public concerns, to improve the security aspect even further, and to reduce the criminal and anti-social behaviour, consideration will be given to installing low light stand-alone CCTV cameras to all public conveniences as funding opportunities become available. This will be controversial, but unfortunately is a necessity to protect the Council's investment and address anti social behaviour.

5. PUBLIC EVENTS

- 5.1 The Council realises the importance of the positive value of those high prominence events such as the Maritime Festival, Dock Fest and Tall ships 2010.

- 5.2 As far as the provision of public conveniences for large events is concerned, the Health and Safety Executive's (HSE) 'Event Safety Manual' in relation to the provision of sanitary facilities requirements, is recommended.

6. COMMUNITY TOILET SCHEME

- 6.1 As an addition and supplement to the Council's provision of public conveniences, it is proposed the Council approaches the private sector to work in partnership and provide additional public toilet facilities.
- 6.2 The Community toilet scheme would use existing toilets within the business community for the public benefit rather than building a new toilet. The scheme is recognised by the Department of CLG and the British Toilet Association as one of best practice. The scheme would enable local businesses such as public houses, restaurants and shops, to work in partnership with the Council to make more clean, safe and accessible toilets available to the public.
- 6.3 Businesses are invited to enter into an agreement with the Authority, which involves the Authority paying an annual amount to the business for making their toilet facilities accessible to the public. Their commitment is to ensure they keep their toilets up to a certain standard of cleanliness. Members of the public can use toilet facilities during the premises opening hours and without the need to make a purchase. A survey would be carried out and if the premises are considered suitable, then an agreement between Hartlepool Borough Council and the private business will be signed, setting out the terms of the agreement. Participating businesses would have to display purposely designed stickers in their window, advertising they are members of the scheme and that they provide public toilet facilities. The sign shows the type of service i.e. male, female, and whether it also provides wheelchair or baby changing facilities.
- 6.4 Richmond upon Thames Council has in excess of 60 facilities taking part in its 'Community Toilet Scheme', and Perth and Kinross Council has over 20 businesses taking part in its 'Comfort Scheme'. Both Councils reported that the number of businesses participating continues to grow.
- 6.5 It is proposed to develop the scheme in tourist areas, retail parks, and shopping precincts inviting interested businesses with the appropriate facilities to apply and be considered to take part in the scheme.
- 6.6 Preference will be given to premises offering high quality facilities, including provision for the disabled and baby changing, first in the tourist areas, and in areas where the Council does not provide public convenience facilities or the facilities may not be adequate.

- 6.7 The level of payment will depend on the level of service to be provided, namely, the type and number of facilities and whether they provide disabled or baby changing facilities, and the hours the facilities would be made available to the public.
- 6.8 Initially it is proposed to run a pilot scheme involving the participation of no more than ten facilities spread throughout the town. The scheme would then be evaluated and if successful as it is anticipated, the scheme can be further expanded as considered appropriate.
- 6.9 The disadvantages are that not all toilets are kept up to the said standard. Businesses can close without notice and the Authority has no control of their opening and closing times.

7. FUTURE DEVELOPMENTS

- 7.1 New public and private developments, new large leisure and retail business premises should be encouraged to make provision for public toilet facilities, highlighting the many benefits such facilities can bring to their business, as well as to the local economy and community. Effective use of the planning legislation such as Section 106 of the Town and Country Planning Act 1990, as well as the Licensing provision process should also be considered to secure reasonable levels of public toilets in new buildings.

8. PUBLICITY / ADVERTISEMENT

- 8.1 All relevant information about the Public Conveniences in Hartlepool will be made available and displayed on the Council's webpage including the location and the facilities provided at each site.
- 8.2 Business participation in the Community Toilet Scheme would be expected to display appropriate and specific signage on their premises. In addition, where appropriate, highway signs / directoryfinger posts would be installed.

9. FINANCIAL CONSIDERATIONS / IMPLICATIONS

- 9.1 The current budget provision provides for the day to day planned maintenance and operational costs. Does not include funding for any major future refurbishment or major capital schemes. The facilities will be included within the Council's Asset and Property Management Plan.

- 9.2 Annual condition surveys will be undertaken by building surveyors to identify and to schedule planned maintenance works, so they can be included in the Council's capital works programme.
- 9.3 The initial costs for the setting-up, the signage and the operational costs for the proposed 'Community Toilet Scheme', is yet to be determined, however, it is suggested the costs can be accommodated within existing budgets.

10. CONSULTATION

- 10.1 The Neighborhood Consultative Forums have welcomed the policy, two concerns were received regarding the introduction of same sex cubicles at the new Coronation Drive conveniences, preferring separate male and female facilities, and comments as anticipated were received regarding the availability of public conveniences for public events such as the Tall Ships.

11. CONCLUSION

- 11.1 The Council has recognised that there is a dear need and public expectation for the provision of clean, safe, well planned, well designed, well maintained and clearly signposted public toilets.
- 11.2 The Council has invested significantly in a refurbishment programme over the last two years based on the findings of the Neighbourhood Services Scrutiny Forum.
- 11.3 It is recommended that additional public convenience facilities in Hartlepool be provided via a partnership, between Hartlepool Borough Council and the private sector through the development of a Community Toilet Scheme.
- 11.4 As part of the Council's measures to minimise vandalism and anti-social behaviour, we will investigate all funding opportunities to install low light CCTV cameras to its facilities, where this is technically possible and where appropriate. The Council's security contractor will be used to monitor areas of risk.
- 11.5 New facilities will be considered in line with this policy's aims and must fulfill the relevant criteria. Appropriate consultation with interested parties and stakeholders will also take place, before any decision is reached.

12. RECOMMENDATIONS

- 12.1 Cabinet adopts the Public Conveniences Policy from immediate effect.

13. CONTACT OFFICER

Denise Ogden
Assistant Director (Neighbourhood Services)
Hartlepool Borough Council
Civic Centre - Level 3

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THE PUBLIC CONVENIENCE POLICY

Our aim is *“to provide clean, safe, high quality, and well signposted public convenience facilities catering for the needs of our residents and tourists”*.

The expected outcome of this policy is to provide public toilet facilities:

- a) at appropriate locations
- b) which are well sign posted, providing information, including opening and closing times, and an emergency contact telephone number
- c) that are accessible to all
- d) that are clean and safe to use

The policy will be implemented by working to the following service standards.

The Council shall ensure that all conveniences are maintained to a high standard of cleanliness at all times and shall ensure that there is always an adequate supply of toiletries.

The Council will display a notice in each convenience recording the last date and time the toilets were cleansed and checked, and by whom. The Council will display a notice in each convenience to be specified by the Authorised Officer providing sufficient guidance and contact details to enable any member of the public to make a complaint.

The Council shall check the facilities on a daily basis and report all faults and damage of any kind whatsoever as soon as they occur to the Council's designated Maintenance Section.

The Council shall ensure that employees are trained to take safe and reasonable steps to discourage improper, anti-social, and criminal behaviour in and around the conveniences, and shall report appropriate incidents to the Police whenever such behaviour occurs.

Being able to access a toilet is a fundamental need for anyone particularly to a visitor to Hartlepool. Tourists need more information and clearer signposting.

Public conveniences including the proposed participating facilities within the 'Community Toilet Scheme' will be well signposted. Appropriate and sufficient number of signs should be installed directing users to the location of the public conveniences. They should be of good quality and comply fully with the corporate signage scheme of Hartlepool Borough Council and comply with any planning, road-traffic and other regulations.

Clear signs indicating the opening and closing times of the facilities will be displayed near the entrance.

In addition to the day to day maintenance, a yearly condition survey will be carried out on every public convenience facility provided by the Council to establish the condition and to identify the maintenance and any other requirements including costings. Based on the surveys' findings and the planned maintenance requirements, appropriate maintenance regimes and capital schemes should be drawn-up and implemented in order to maintain high standards of service.

The Council recognises that its public conveniences are at risk of abuse by anti-social people or criminals, including drug users and vandals. As such the Council's security contractor will patrol, monitor and open and close the facilities.

CABINET REPORT

25 January 2010



Report of: Director of Regeneration & Neighbourhoods

Subject: NEIGHBOURHOOD CONSULTATIVE FORUM
REVIEW

SUMMARY

1. PURPOSE OF REPORT

The purpose of this report is to provide Cabinet with a general overview of the outcome and subsequent recommendations which have arisen from the Neighbourhood Consultative Forum (NCF) Review.

2. SUMMARY OF CONTENTS

The report explains the methodology used when carrying out the review and advises on the findings of the consultation exercise including the Scrutiny Co-ordinating Committee findings. The report concludes with an action plan as to how the review recommendations should be implemented.

3. RELEVANCE TO CABINET

Neighbourhood Consultative Forums fall under the remit of the Transport and Neighbourhoods Portfolio, but this is a town wide issue affecting all Portfolios.

4. TYPE OF DECISION

Key decision (ii)

5. DECISION MAKING ROUTE

Cabinet

6. DECISION(S) REQUIRED

Cabinet is requested to approve the Action Plan attached as **Appendix 3** in response to the recommendations of the Neighbourhood Consultation Forum review.

Report of: Director of Regeneration & Neighbourhoods

Subject: NEIGHBOURHOOD CONSULTATIVE FORUM
REVIEW

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide Cabinet with a general overview of the outcome and subsequent recommendations which have arisen from the Neighbourhood Consultative Forum (NCF) Review.

2. BACKGROUND

- 2.1 In 2000 the Council introduced three Neighbourhood Consultative Forums (NCFs) which geographically divided the town into three areas, North, Centre and South with approximately 30,000 residents in each area. The primary aim of the NCFs was to increase the involvement of communities in the provision of local services, working with and alongside key stakeholders, elected ward members and residents in order to address issues within their communities.
- 2.2 Initially, and during the days of 'Best Value', the NCFs provided the Council with the opportunity to consult its users on service delivery and performance. More recently the Forums have been used to consult users on strategy and policy as well as improving service delivery across Hartlepool, by improving knowledge of neighbourhoods and residents priorities. They have also contributed to the Council's ability to co-ordinate activities within the Authority and with external partners.
- 2.3 Whilst over the years some tweaking has been done and the forums have each developed with a local flavour they have, however, remained fundamentally unchanged. The Strengthening Communities Best Value Review had recommended the NCFs be reviewed following consultation with Members and the public. It was considered to be an appropriate time to review the current framework in line with the Local Government Modernisation Agenda and the Government's growing policy initiatives regarding citizen engagement over the past ten years,
- 2.4 The NCFs contribute towards the Local Area Agreement Outcome 28 'Empower local people to have a greater voice and influence over local decision making and the delivery of services' – measured by a percentage of people who feel able to influence decisions in their local areas (NI4).

3. REVIEW METHODOLOGY

3.1 The review involved four elements of research:

1. Viewpoint Survey
2. Questionnaires
3. One to One Interviews
4. Focus Groups

Viewpoint Survey

3.2 The Viewpoint Survey was specifically chosen as a means to gather opinions from the 'Citizens Panel' which is composed of 1000 residents of the borough.

Questionnaires

3.3 Questionnaires were circulated to Forum attendees. The results are used to demonstrate the experiences and opinions of those who attend the Forums.

One to One Interview

3.4 A series of one to one interviews with individuals that attend the Forums as either service providers or officers, provided insight from their perspective.

Focus Groups

3.5 Three Focus Groups were conducted in each of the North, Centre and South areas. Ward Members and resident representatives were invited to comment on and raise issues relating to the NCF framework.

4. KEY ISSUES

4.1 The review highlighted a number of key issues from the four areas of research. A copy of the findings of the review are shown in **Appendix 1**:

Attendance

- 6% of Viewpoint respondents had attended an NCF meeting in the past year – an increase of 2% on the previous year. A common perception uncovered in the review is that NCFs are poorly attended. No targets relating to attendance are in place; therefore it is not possible to assess the effectiveness of NCFs in this respect. Nevertheless, there remains much scope for increasing attendance at NCF meetings.
- On the basis of the completed questionnaires the demographic profile of attendees is far from representative of the wider community, with a

disproportionate over-representation of older age groups, relatively few middle-aged and no young people attending.

- Evidence suggests that there is potentially willingness for people to become involved (only 15% stated they were not interested: Viewpoint)
- Over half of attendees come to every meeting, with around a quarter attending three or four meetings a year, and 20% attending when an agenda item affected them.

4.3 NCF Publicity

- Publicity relating to NCF meetings is not sufficiently effective and needs to be improved (15% had seen information about NCFs in the previous 12 months: Viewpoint).
- NCF attendees are largely satisfied that they receive their minutes on time and that feedback is good.

4.4 Timings and Locations of NCF Meetings

- Around a third of Viewpoint respondents thought meetings at weekends or evenings would encourage greater attendance.
- However, 67% of NCF attendees are happy with existing times and venues – this finding is evident in the majority of responses in all three areas.
- When asked for potential alternatives, perhaps inevitably, no alternative suggestions stood out.
- Changing meeting times and locations was also identified as having a potentially detrimental impact on existing attendance levels, although some support was evident for experimental trials.

4.5 Structure and Content of NCF Meetings

- No clearly discernable consensus was evident in respect of the number of NCF Forums that should take place.
- Contrasting views were also gathered relating to the structure of meetings – for example, disagreement over whether the strategic and consultative elements should take place at different Forums.
- Common concerns raised included:
 - Meetings over-run
 - Presentations are too long, not delivered by personnel skilled in presenting
 - A code of conduct or guidance on meeting etiquette should be introduced
 - Some Councillors can dominate meetings, leading to
 - Limited opportunities for contributions from residents
- 60% of attendees agreed the same issues were raised time and again.
- 61% of attendees agreed that their views were listened to and respected when they spoke at meetings.
- 81% of attendees 'felt that they had the opportunity to comment or ask questions'.

- Some officers requested greater clarity regarding meeting expectations, such as whether to attend the whole meeting.

4.6 Purpose of NCF Meetings

- A level of resident/community perspective is present at NCF meetings although as stated earlier this is demographically unrepresentative of the town.
- On the key question of whether residents have the power to influence the decision making process through attendance at NCF meetings, overall, 45% of respondents answered 'yes'; and 45% of respondents answered 'no'.

4.7 The final consultation event took place in May 2009, open to all elected members and resident representatives. The main purpose of the event was to consider the comments received during the NCF review consultation exercise and consider how the recommendations which flowed out of the consultation could best be taken forward in each of the forum areas.

4.8 It was agreed at the consultation event that the Assistant Director (Neighbourhood Services) develop a strategy to take forward recommendations (i) to (iv).

4.9 Whereas recommendations (v) to (xiii) were discussed in each of the three forum areas. **Appendix 2** provides details of the feedback provided at the consultation event per forum area on each of the recommendations, as can be seen there were differences across the Forum areas as to how to implement the recommendations. As such it was agreed with the Chair of the Scrutiny Co-ordinating Committee, that it would be beneficial for Scrutiny to be involved in the consultation process.

5. **SCRUTINY COORDINATING COMMITTEE**

5.1 The following meetings of the Scrutiny Co-ordinating Committee were held to facilitate Scrutiny involvement in the consultation process:-

- (i) 31 July 2009 - Initial consideration of how Scrutiny of the proposals was to be carried out; and
- (ii) 9 October 2009 - Specific meeting to enable Councillors and Resident Representatives to participate in discussions on the issue (*invitations were extended to all Councillors and Resident Representatives to attend this meeting*).

5.2 During the course of the meeting held on the 9 October 2009 a range of views were expressed by those Councillors and Resident Representatives in attendance. A summary of these views is as follows:-

Scrutiny views on the operation of the Neighbourhood Consultative Forums

- (i) There was support for the need to widen the demographic range of people attending Neighbourhood Consultative Forums. It was suggested that consideration should be given to the day and time of meetings to encourage young people to attend (attention was drawn to the Children's Services Scrutiny Forum where the start time of meetings had been amended to accommodate the young people co-opted onto the Forum). In addition to this, it was noted that:-
 - (a) Encouraging young people to attend official meetings may involve more than a change of day and time and as such a mechanism for linking into the Youth Forum should also be explored;
 - (b) Not everyone is aware of the Youth Forums in their area and as such information on them needed to be forwarded to all Members to ensure they were fully aware of what was happening in their area and how to participate.
 - (c) The Chairs of Scrutiny Forums had been invited to attend School Council meetings to better inform the young people about Scrutiny and it was suggested that Neighbourhood Consultative Forum chairs may wish consider doing this also.
- (ii) It was acknowledged that it was a difficult balancing act to increase attendance and yet ensure that Forums did not over run excessively;
- (iii) The importance of good chairing skills was acknowledged and it was commented that:-
 - (a) Everyone in attendance at all meetings should be considerate of the sometimes difficult task a Chair had to undertake;
 - (b) It was suggested that training on the chairing meetings should be provided for the Vice Chairs of Forums, supported by the Chairs collectively; and
 - (c) That in light of the work being undertaken by the Community Network in developing skills plans (covering the roles and responsibilities of resident representatives) Area Managers should liaise with the Community Network in relation to the provision of 'chairing skills' training.
- (iv) In relation to the issue of pre-agendas, it was suggested that:-
 - (a) One pre-agenda meeting should be held for all area Forums with the Chairs and Vice Chairs invited collectively, as opposed to three separate pre-agendas currently held. The basis of this being that each of the Forums tend to have very similar agendas; and

- (b) The Forum Vice Chairs should be invited to the Forum pre-agenda meetings as preparation in case they were asked to chair the Forum meeting.
- (v) In relation to presentations, it was:-
 - (a) Recognised that the Chair and officers discuss presentations put forward for a Forum at the pre-agenda meeting enabling a decision to be taken on which presentations should be included and the time allowed for such presentations; and
 - (b) Suggested that an annual timetable of presentations be made to the Forum to alleviate too many presentations being done at one meeting. It was, however, acknowledged that there may be occasional exceptions to this where officers were given very little notice in order to consult with the Forums, for example tight deadlines to secure additional funding.
- (vi) It was noted that the Council already have a Code of Conduct for Members and Resident Representatives which should be adhered to at all times and therefore an additional Code of Conduct was not required;
- (vii) There was general support for the retention of specific slots on agendas for 'ward issues' and 'the public question time'. These were considered to be particularly important parts of the Forum meetings;
- (viii) Whilst it was suggested that a change to the format of meetings may encourage public participation (i.e. the use of break out sessions) it was acknowledged that as part of the Council's democratic process Forum meetings needed to retain some formality due to the fact that they were officially constituted meetings of the Council;
- (ix) As a continuation of this good practice, it was suggested that comments cards or question sheets provided at Forum meetings, to enable members of the public to have their question to be raised, should also be placed in community buildings and libraries. This would enable members of the public to complete and post, or place in a comments/questions box, their comments and questions;
- (x) In relation to changing the venues of the Forum, it was noted that some areas of the town had limited appropriate Council facilities and this restricted the choice of venue due to the cost implications of hiring private facilities;
- (xi) It was noted that when public meetings were held to examine specific issues they were highly attended and, as such, it was suggested that the Forums could concentrate on specific issues at individual meetings with a view to encouraging attendance;

- (xii) It was suggested that the use of banners on public buildings, in particular the Civic Centre and Middleton Grange Offices due to their location on a main bus route and at the entrance to the shopping centre, could be used to publicise the Forums;
- (xiii) It was noted that the working relationship between Members and resident representatives varied across the town and it was suggested that a mechanism should be put in place to 'establish an effective two-way communication process between Members and resident representatives to improve the level of working relationship';

Scrutiny views on the results of consultations already undertaken

- (xiv) There was concern that 39% of people attending Forum meetings did not feel that their views were listened to. In light of this, it was suggested that consideration may need to be given to identifying alternative ways for Members to raise issues that had been drawn to their attention by residents, e.g. Hartlepool Connect rather than waiting for Forum meetings to raise them;
- (xv) It was noted that 60% of issues appear to come back to the Forums over and over again and it was questioned whether this was due to the fact that issues were not being dealt with appropriately in the first place which in turn did not encourage people to attend. The production of a newsletter by each neighbourhood area was suggested as a means of encouraging contact and informing residents what had been achieved by the Forums and it was noted that a number of local community groups may be willing to participate in the production of the newsletters;
- (xvi) In relation to the suggestion rebranding the Forums, a number of ideas for re-naming the Forums were put forward including removing the word consultative and changing to either Neighbourhood Forums or Community Forums; and
- (xvii) In relation to the proposal to use Radio Hartlepool, it was suggested that other local radios should also be considered when looking at advertising the Forums.

- 5.3 An Action plan is attached identifying lead officer and timescales for implementing the recommendations as **Appendix 3**.

6. SUMMARY / CONCLUSION

- 6.1 Over the last few years a number of key policy documents have come out of central government emphasising that the creation of sustainable communities is dependent upon the people who live in them having a say in how their neighbourhoods are shaped. The government white paper 'Communities in Control; Real People, Real Power', July 2008, highlighted a need for improved mechanisms of local governance for local authorities. It

advocated increased community involvement in order to empower citizens to have a greater stake in, and greater control of local affairs. A key part of this agenda is providing residents with the opportunity to shape and influence how services are provided and delivered in their community.

- 6.2 The Forums are recognised in the Council's constitution (Article 10, Part 2) acting as an important consultation mechanism for the Council, the Hartlepool partnership and other regeneration partnerships in the borough. They provide service providers with a mechanism to consult on service delivery, policy and strategies and provide residents with an opportunity to shape and influence Council policy on how services are delivered within their communities.
- 6.3 Councillors continue to value the Forums recognising the additonality resident representatives have brought to the Forums. The review has identified the Forums need to improve if we are to continue to deliver on the government's agenda and encourage more residents to attend and improve the Council's engagement with communities. Each NCF is different, as you would expect, due to the variety of local issues and its membership. As such the implementation of the review recommendations may differ, however, it is essential a standard service is provided to all three Forums and any additonality within the three Forum areas should be welcomed.
- 6.4 As can be seen from the comments received throughout the review the options to develop the Forums range from 'it ain't broke, therefore don't fix it', to a change in the times, location and process and names. The main thrust of the review outcomes is to widen the net and increase and improve the Council's main consultation mechanism, ensuring they are accessible and welcoming to all.

7. RECOMMENDATION

- 7.1 Cabinet is requested to approve the Action Plan attached as **Appendix 3** in response to the recommendations of the Neighbourhood Consultation Forum review.

8. CONTACT OFFICER

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Review of the Neighbourhood Consultative Forums

**Prepared by Hartlepool New Deal for Communities -
Evaluation Project
for Hartlepool Borough Council**



“If local government is to act in the interests of its community, influence its partners and ensure it tailors its work to the most important local priorities, it needs to make a step change in the quality of its engagement work.”

Sir Michael Lyons, The Lyon’s Inquiry into Local Government, Place-shaping: a shared ambition for the future of local government. March 2007, p.19^[1]

Executive Summary

Neighbourhood Consultative Forums were established by Hartlepool Borough Council in 2000 as an 'integral part of the Council's consultative framework'. They were developed to increase levels of community involvement in local governance issues. The Evaluation Project at Hartlepool New Deal for Communities was commissioned to produce a review of these Forums in July 2008. For this purpose, data from four sources relating to Forums (NCFs) was supplied by Hartlepool Borough Council (HBC): (1) Viewpoint survey data; (2) a batch of completed questionnaires that had been available to all that have attended Forum meetings – the findings from which have been collated and analysed in the review; and two summary reports (3 and 4) one compiled from a series of one to one interviews with a number of Council officers and service providers, and one from three focus groups conducted with Councillors and Resident Representatives.

The findings of these data sources have been analysed and are reproduced in this report (no other sources were supplied or have been used.) These are initially presented individually in turn, followed by a concluding section that draws out key messages. Given the fact that all four sources deal with the same terrain, there is inevitably some repetition in the findings. It is also the case that, reflecting democratic process generally, many of the suggestions and comments recorded are in contrast! Key issues that have emerged from the review include

Attendance at NCFs

- 6% of Viewpoint respondents had attended an NCF meeting in the past year – an increase of 2% on the previous year. A common perception uncovered in the review is that NCFs are poorly attended. No targets relating to attendance are in place; therefore it is not possible to assess the effectiveness of NCFs in this respect. Nevertheless, there remains much scope for increasing attendance at NCF meetings.
- On the basis of the completed questionnaires the demographic profile of attendees is far from representative of the wider community, with a disproportionate over-representation of older age groups, relatively few middle-aged and no young people attending.
- Evidence suggests there is potentially much willingness for people to become involved (only 15% stated they were not interested: Viewpoint)
- Over half of attendees come to every meeting, with around a quarter attending 3 or 4 meetings a year, and 20% attending when an agenda item affects them.

Information about NCFs

- Publicity relating to NCF meetings is not sufficiently effective and needs to be improved (15% had seen information about NCFs in the previous 12 months: Viewpoint.)
- NCF attendees are largely satisfied that they receive their minutes on time and that feedback is good.

Timings and Locations of NCF Meetings

- Around a third of Viewpoint respondents thought meetings at weekends or evenings would encourage greater attendance.
- However, 67% of NCF attendees are happy with existing times and venues – this finding is evident in the majority of responses in all three areas.

- When asked for potential alternatives, perhaps inevitably, no alternative suggestions stood out.
- Changing meeting times and locations was also identified as having a potentially detrimental impact on existing attendance levels, although some support was evident for experimental trials.

Structure and Content of NCF Meetings

- No clearly discernable consensus was evident in respect of the number of NCF Forums that should take place
- Contrasting views were also gathered relating to the structure of meetings – for example, disagreement over whether the strategic and consultative elements should take place at different Forums.
- Common concerns raised included
 - Meetings over-run
 - Presentations are too long, not delivered by personnel skilled in presenting
 - A code of conduct or guidance on in-meeting etiquette should be introduced
 - Some Councillors can dominate meetings, leading to
 - Limited opportunities for contributions from residents
- 60% of attendees agree the same issues are raised time and again
- 61% of attendees agree that their views are listened to and respected when they speak at meetings
- 81% of attendees 'feel that they have the opportunity to comment or ask questions'
- Some officers requested greater clarity regarding in-meeting expectations, such as whether to attend the whole meeting.

Purpose of NCF Meetings

- A level of resident/community perspective is present at NCF meetings although as stated earlier this is demographically unrepresentative of the wider town.
- On the key question of whether residents have the power to influence the decision making process through attendance at NCF meetings, overall, 45 % of respondents answered 'yes' and 45% of respondents answered 'no'. Responses to this question were slightly more positive at the North and Central Forums than at the South.

Recommendations

On Attendance

Hartlepool Borough Council to...

1. Establish targets for attendance at NCF meetings.
2. Develop new strategies and forms of support to bring about greater levels of attendance at Neighbourhood Consultative Forum meetings.
3. Develop measures to address the unrepresentative demographic profile of attendees at Neighbourhood Consultative Forum meetings such that it more closely reflects that of the wider town.

4. Develop and implement a monitoring and review process to track number and demographic profile of attendees

On Information about Neighbourhood Consultative Forum Meetings

5. Hartlepool Borough Council develops more effective advertising of NCF meetings and considers a full re-branding/marketing exercise to promote Forums anew.

On Structure and Content of Neighbourhood Consultative Forum Meetings

6. Measures to be implemented to ensure that NCF meetings finish at a pre-agreed time where practicable.
7. The agenda-setting process and pre-meeting organisation of meeting structure to include resident representation.
8. Presentations at Neighbourhood Consultative Forum Meetings to follow the established practice of the Hartlepool Partnership – a maximum of one presentation per meeting with ten minutes presentation time permitted prior to questions from the floor.
9. All staff that deliver presentations at Neighbourhood Consultative Forum meetings to have undergone specific training in presentation skills.
10. Measures be implemented to address concerns about expectations of behaviour and etiquette during meetings / development of a 'Code of Conduct'.
11. Inform all Councillors that a number of comments have been received as part of this review process which state that meetings are sometimes dominated by Councillors, with this seen by some NCF attendees as limiting contributions from members of the public.

On Purpose of Neighbourhood Consultative Forum Meetings

12. Hartlepool Borough Council consider undertaking a broader review of consultation and participation mechanisms focussing on the extent to which they are structurally embedded into all HBC operations; and the extent to which they accord with the government empowerment white paper, 'Real People, Real Power.' This should include a review of the purpose of the Forums, the powers they have and the budgets they control, the roles of local Councillors at Forum meetings, and support to the administration of Forum meetings.
13. Hartlepool Borough Council to repeat the survey of NCF attendees conducted for this report after implementation of the recommendations made, in order to determine their impact on the key finding that 45% answered positively that they have any influence over the decision making process by attending NCF meeting.

APPENDIX 2

CONSULTATION EVENT RECOMMENDATIONS AND FEEDBACK

- (v) Hartlepool Borough Council develops more effective advertising of NCF meetings and considers a full rebranding/marketing exercise to promote forums anew.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> • Title name change (Title “consultative” is off putting) suggested: “North Community Voice” • Need to use Radio Hartlepool • Improvement publicity/poster - do roadshow to promote rebranding 	<ul style="list-style-type: none"> • Brief appraisal feedback sheet, including agenda to Resident Association • Need to use Radio Hartlepool • Improvement Publicity/posters – do roadshow to promote rebranding 	<ul style="list-style-type: none"> • Provide more information within publicity • Need to use Radio Hartlepool • Improvement Publicity/posters – do roadshow to promote rebranding

- (vi) Measures to be implemented to ensure that NCF meetings finish at a pre-agreed time where practicable.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> • Chair to establish finishing time at the beginning of meeting. • Encourage residents to use Contact Centre mechanism instead of raising issues at NCF. • Take ‘Ward Councillor and Resident Rep’ issues off the agenda. Replace with ‘Public Question Time’. 	<ul style="list-style-type: none"> • Strong, fair Chair. • Training for Chairs and Vice-Chairs. • Time slots as a guide for presentations – that do not stifle debate. 	<ul style="list-style-type: none"> • No issues with this recommendation.

- (vii) The agenda setting process and pre-meeting organisation of meeting structure to include resident representatives.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> No issue, Vice Chair already involved in pre-agenda meetings. Status quo to be retained 	<ul style="list-style-type: none"> Fair of equal approach for both Resident Reps and members when setting the agenda 	<ul style="list-style-type: none"> No issue, Vice Chair already involved in pre-agenda meetings. Status quo to be retained

- (viii) Presentations at NCF meetings to follow the established practice of the Hartlepool Partnership – a maximum of one presentation per meeting with ten minutes presentation time permitted prior to questions from the floor.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> Maximum of 2 presentation – need to provide enough time for debate 	<ul style="list-style-type: none"> 1 consultation item 	<ul style="list-style-type: none"> 2 presentations per meeting, maximum of 3 presentations per meeting
All forums agreed that in some circumstances and where appropriate, a town wide NCF should be held		

- (ix) All staff that deliver presentations at NCF meetings to have undergone specific training in presentation skills.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> Presentation(s) to be presented at pre-agenda meetings where Neighbourhood Manager and Chair will ensure 'Plain English', timescale and details/content are appropriate. 	<ul style="list-style-type: none"> Presentations tailored to the audience. Training for officers who deliver presentations. 	<ul style="list-style-type: none"> Need for officers to be competent and speak in lay man terms. Officers need to be able to answer questions from the audience.

- (x) Measures are implemented to address concerns about expectations of behaviour and etiquette during meetings/develop a 'Code of Conduct'.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> • Chair to police and deal with • Code of conduct required 	<ul style="list-style-type: none"> • Code of conduct required 	<ul style="list-style-type: none"> • Current roles of council meetings to be applied

- (xi) Inform all Councillors that a number of comments have been received as part of this review process which state that meetings are sometimes dominated by Councillors, with this seen by some NCF attendees as limiting contributions from members of the public.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> • Same views as in recommendation (x) above 	<ul style="list-style-type: none"> • Code of conduct • Strong chair 	<ul style="list-style-type: none"> • Needs to be managed by the chair

- (xii) Hartlepool Borough Council (HBC) consider undertaking a broader review of consultation and participation mechanisms focussing on the extent to which they are structurally embedded into all HBC operations; and the extent to which they accord with the Government empowerment White Paper; 'Real People, Real Power'. This should include a review of the purpose of the forums the powers they have and the budgets they control, the roles of local Councillors at Forum meetings, and support to the administration of Forum meetings.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
<ul style="list-style-type: none"> • No feedback 	<ul style="list-style-type: none"> • No feedback 	<ul style="list-style-type: none"> • Neighbourhood scrutiny forum to carry out review

- (xiii) Hartlepool Borough Council to repeat the survey of NCF attendees conducted for this report after implementation of the recommendations made, in order to determine their impact on the key findings that 45%

answered positively that they have any influence over the decision making process by attending NCF meetings.

<u>NORTH</u>	<u>CENTRE</u>	<u>SOUTH</u>
All 3 forums agreed to carry out an evaluation after 12 months of implementation		

NCF REVIEW ACTION PLAN**December 2009**

RECOMMENDATIONS		ACTIONS	LEAD OFFICER	DELIVERY TIMESCALE
1.	Establish targets for attendance at NCF meetings	<ul style="list-style-type: none"> This has been considered, however not feasible or necessary to set attendance targets. Need to concentrate on Recommendation 2. 	Assistant Director (Neighbourhood Services)	May 2010
2.	Develop new strategies and forms of support to bring about greater levels of attendance at Neighbourhood Consultative Forum meetings and representation and consider how we measure this	<ul style="list-style-type: none"> Monitor numbers, demographics – those areas where there is currently no or little representation Identify these areas 	Assistant Director (Neighbourhood Services)	May 2010
3.	Develop measures to address the unrepresentative demographic profile of attendees at Neighbourhood Consultative Forum meetings such that it more closely reflects that of the wider town	<ul style="list-style-type: none"> Link into existing Youth Consultation Mechanisms Retain existing Resident Representative recruitment process which encourages representatives from all wards 	Assistant Director (Neighbourhood Services)	May 2010
4.	Develop and implement a monitoring and review process to track number and demographic profile of attendees	<ul style="list-style-type: none"> This will be achieved in the actions undertaken in recommendation 2. 	Assistant Director (Neighbourhood Services)	May 2010
5.	Hartlepool Borough Council develops more effective advertising of NCF meetings and considers a full re-branding/marketing exercise to promote Forums anew	<ul style="list-style-type: none"> Neighbourhood management to work with PR team in deciding marketing strategy to increase attendance of NCFs. For example: <ul style="list-style-type: none"> – Radio Hartlepool 	Assistant Director (Neighbourhood Services)	May 2010

NCF REVIEW ACTION PLAN

December 2009

RECOMMENDATIONS		ACTIONS	LEAD OFFICER	DELIVERY TIMESCALE
		<ul style="list-style-type: none"> – Posters – Roadshow 		
6.	Measures to be implemented to ensure that NCF meetings finish at a pre-agreed time where practicable	<ul style="list-style-type: none"> • Each Chair of Forum to Champion training in Chair and Vice Chair skills • Joint training for Ward Members and Resident Representatives • Look at 10 minute presentation time slot as a guidance, and indicate this on the agenda • Question time opportunities on agenda to reflect what each forum want. The format for public, Ward, Resident Reps Question Time to be defined by each forum 	NCF Chair & Neighbourhood Manager	April 2010
7.	The agenda-setting process and pre-meeting organisation of meeting structure to include resident representation	<ul style="list-style-type: none"> • Retain existing arrangement in relation to pre-agenda meetings in 3 NCF areas • Meetings with resident representatives are currently in operation 	NCF Chair & Neighbourhood Manager	April 2010
8.	Presentations at Neighbourhood Consultative Forum meetings to follow the established practice of the Hartlepool Partnership – a maximum of one presentation per meeting with ten minutes presentation time permitted prior to questions from the floor	<ul style="list-style-type: none"> • Minimum 1, maximum 3 presentations at each forum with priority given to consultative items rather than information items • Town wide NCF to be organised where appropriate 	NCF Chair & Neighbourhood Manager	April 2010

NCF REVIEW ACTION PLAN**December 2009**

RECOMMENDATIONS		ACTIONS	LEAD OFFICER	DELIVERY TIMESCALE
9.	All staff that deliver presentations at Neighbourhood Consultative Forum meetings to have undergone specific training in presentation skills	<ul style="list-style-type: none"> Presentation(s) to be discussed at NCF pre-agenda meetings to ensure: <ul style="list-style-type: none"> Presentations are delivered by appropriate officer(s) Presentation content in “plain English” Presentations are tailored to the audiences 	NCF Chair & Neighbourhood Manager	Ongoing throughout 2010
10.	Measures be implemented to address concerns about expectations of behaviour and etiquette during meetings/development of a ‘Code of Conduct’	<ul style="list-style-type: none"> Apply the LAs existing Code of Conduct Code of Conduct to be included as part of the induction programme for Resident Representatives Refresh/Briefing Session for Ward Members 	NCF Chair & Neighbourhood Manager	Ongoing 2010
11.	Inform all Councillors that a number of comments have been received as part of this review process which state that meetings are sometimes dominated by Councillors, with this seen by some NCF attendees as limiting contributions from members of the public	<ul style="list-style-type: none"> North, South and Centre NDF Chairs to be aware of this issue and manage meetings accordingly, using the existing “code of conduct” 	NCF Chairs & Assistant Director (Neighbourhood Services)	May 2010
12.	Hartlepool Borough Council consider undertaking a broader review of consultation and participation mechanisms focussing on the extent to which they are structurally embedded	<ul style="list-style-type: none"> Broader review of NCFs – to be addressed within the Neighbourhood Management Strategy 	Assistant Director (Neighbourhood Services)	April 2010

NCF REVIEW ACTION PLAN**December 2009**

RECOMMENDATIONS		ACTIONS	LEAD OFFICER	DELIVERY TIMESCALE
	into all HBC operations; and the extent to which they accord with the government empowerment white paper, 'Real People, Real Power'. This should include a review of the purpose of the Forums, the powers they have and the budgets they control, the roles of local Councillors at Forum meetings, and support to the administration of Forum meetings.			
13.	Hartlepool Borough Council to repeat survey of NCF attendees conducted for this report after implementation of the recommendations made, in order to determine their impact on the key finding that 45% answered positively that they have any influence over the decision making process by attending NCF meetings.	<ul style="list-style-type: none">• Evaluation after 12 months of implementation• Repeat survey of those who were involved in the original review	Assistant Director (Neighbourhood Services)	March 2011

CABINET REPORT

25 January 2010



Report of: Director of Regeneration and Neighbourhoods

Subject: HARTLEPOOL CORE STRATEGY PREFERRED
OPTIONS REPORT FOR CONSULTATION

SUMMARY

1. PURPOSE OF REPORT

To seek approval, for consultation purposes, of the Preferred Options Report, comprising the second public stage in the preparation of the Hartlepool Core Strategy.

2. SUMMARY OF CONTENTS

The preparation of the Core Strategy Development Plan Document is a requirement under the 'Local Development Framework' planning system established by the Planning and Compulsory Purchase Act 2004.

The Hartlepool Core Strategy will set out the key elements of the planning framework for the area and will comprise a spatial vision and strategic objectives, a spatial strategy and core policies. It will provide the delivery mechanism for the 2008 Sustainable Community Strategy ('Hartlepool's Ambition') and other plans and strategies of the Council and of other bodies in so far as they relate to the use and development of land.

The publication of the Preferred Options Report represents the second public stage in the preparation of the Hartlepool Core Strategy.

The Preferred Options Report sets out the spatial vision for Hartlepool until 2024 and explains why certain options have been selected.

The consultation will be wide ranging in accordance with the adopted Statement of Community Involvement and will last for eight weeks until the 26 March 2010.

In the light of responses to the consultation on the Preferred Options Report and its accompanying Sustainability Appraisal and Habitats Regulations Assessment a draft Core Strategy will be published later in 2010.

3. RELEVANCE TO CABINET

The Core Strategy will comprise part of the Development Plan for the area and is thus is part of the Budget and Policy Framework.

4. TYPE OF DECISION

Key decision (test ii applies)

5. DECISION MAKING ROUTE

Cabinet 25th January 2010.

6. DECISION REQUIRED

That the Preferred Options Report for the Core Strategy be approved for public consultation purposes subject to minor editing.

That the Mayor agree any minor amendments made to the Preferred Options Report prior to its publication.

Report of: Director of Regeneration and Neighbourhoods

Subject: HARTLEPOOL CORE STRATEGY PREFERRED
OPTIONS REPORT FOR CONSULTATION

1. PURPOSE OF THE REPORT

- 1.1 To seek approval, for consultation purposes, of the Preferred Options Report comprising the second public stage in the preparation of the Hartlepool Core Strategy.

2. BACKGROUND

- 2.1 The Planning and Compulsory Purchase Act 2004 introduced a new planning system to replace the system of Structure Plans and Local Plans. In summary, the planning system is based on a portfolio of planning documents (the Local Development Framework) which will replace the Local Plan and at the strategic level the Regional Spatial Strategy (RSS).
- 2.2 The key planning document within the Local Development Framework (LDF) is the Core Strategy Development Plan Document (DPD). The Core Strategy must accord with the Regional Spatial Strategy and, in turn, all other local development documents within the LDF must be in conformity with the Core Strategy.
- 2.3 The Hartlepool Core Strategy will set out the key elements of the planning framework for the area and will comprise a spatial vision and strategic objectives, a spatial strategy and core policies. It will set out broadly but clearly what kind of place Hartlepool will be in the future; what kind of changes will be needed to make this happen; and how this will be brought about. It will provide the delivery mechanism for the Sustainable Community Strategy ('Hartlepool's Ambition') and other plans and strategies of the Council and of other bodies in so far as they relate to the use and development of land.
- 2.4 The first public stage in the process was the publication of the Issues and Options Report which was subject to public consultation between October 2007 and February 2008. Feedback from this exercise has been taken into account in the preparation of the next stages of the Core Strategy.
- 2.5 On the advice of Government Office for the North East, the preparation of the Preferred Options Report was delayed in 2008 to allow more time for an effective evidence base to be prepared to help ensure that the Core Strategy would ultimately be found "sound".

- 2.6 Following the completion of certain studies including the Strategic Flood Risk Assessment, an Employment Land Review and the 2009 Hartlepool Retail Study work on the next stage the Preferred Options Report has progressed.
- 2.7 The Preferred Options Report sets out the responses from the 2007 Issues and Options Report and explains why certain options have been selected. In addition to the setting out of the overall strategy accompanying draft policies have been included at this stage for consideration. The Preferred Options Draft Report is attached as **Appendix 1**.

3. EVIDENCE GATHERING 2007- 2009

- 3.1 Since the Issues and Options Stage of the Core Strategy in 2007 / 2008 a number of additional studies have been undertaken which should help ensure a robust evidence base to inform the development of policies within the Core Strategy.

The studies include: -

- Tees Valley Strategic Housing Market Assessment (SHMA) (2008),
- Strategic Housing Land Availability Assessment (SHLAA) (2009),
- 5 Year Housing Land Supply (2009),
- Housing Economic Viability Assessment (2009),
- PPG17 Open Space Assessment (2008),
- Employment Land Review (2008),
- Tees Valley Green Infrastructure Strategy (2008)
- Strategic Flood Risk Assessment 2006 & 2010
- Hartlepool Retail Study 2009
- The Central Area Investment Framework 2009

4. THE PREFERRED OPTIONS REPORT

- 4.1 The Preferred Options document has been developed taking account of other key strategies and programmes. It sets out the spatial vision for the Borough which will guide development over the next decade. It includes policies that reflect Hartlepool's need to sustain and improve the town's economy and to protect and enhance its environment.
- 4.2 The Core Strategy will need to be consistent with national planning policy and be in general conformity with the Regional Spatial Strategy (RSS) for the North East. It will also take account of other relevant plans, policies and strategies relating to Hartlepool and the adjoining area.
- 4.3 Certain requirements, such as the amount of housing to be provided in Hartlepool, are laid down in the RSS for the North East, and the policies of the Core Strategy will need to adhere to these and to set out general locations for delivering the housing and other strategic development needs such as employment, retail, leisure, community and essential public services and transport development.

- 4.4 The policies in the Core Strategy will not normally identify specific sites, although account may have to be taken of the potential general locations.

5. THE KEY ISSUES TO BE ADDRESSED IN THE CORE STRATEGY

- Victoria Harbour is not progressing as a mixed-use re-development site as anticipated and it is likely that the 3,500 new homes on brownfield land envisaged will not be delivered in the short to medium term. The Hartlepool Docks area should therefore be identified as land for port related development.
- Taking the Regional Spatial Strategy targets for housing into account and the omission of Victoria Harbour mixed use land, there is a need for the Core Strategy to re think the overall strategy on the delivery of possible housing sites in the Borough.
- The Strategic Housing Land Availability Assessment (SHLAA) has assessed a wide variety of housing sites across the Borough looking particularly at suitability, availability and achievability. Some of these sites might be alternative locations in place of Victoria Harbour.
- The Tees Valley Strategic Housing Market Assessment (SHMA) has illustrated the need for more affordable housing on developments within the town, the shortage of bungalows within the Borough and the saturation of the market for apartments.
- The Employment Land Review has assessed the various employment designations within the Hartlepool Local Plan and has suggested some de-allocations.
- Hartlepool has been identified as one of 10 potential sites within England and Wales which would be suitable for a new nuclear power station.
- Climate change needs a high profile within the Core Strategy in line with the advice contained within Government Guidance.
- The recognition of the planning permission granted for the hospital at Wynyard Park.
- The economic downturn and the impacts it has had, especially within the town centre area and delivery of new housing, need to be reflected.
- Work on the Planning Policy Guidance Note 17 Assessment and the Tees Valley Green Infrastructure Strategy have helped to illustrate where there are shortfalls and deficiencies in the provision.
- The Retail Study 2009 raised a number of major concerns with regards to the Town Centre. There is a higher than average number of vacant units in the centre particularly Middleton Grange. As a result the study states that extreme caution should be exercised in permitting new retail floorspace outside the Town Centre.

6. THE OVERALL STRATEGY

- 6.1 For many years the strategy for the Borough has been based on compact urban growth. This has been secured by the strict control of development to locations within defined limits to development around the main urban area, village and around Wynyard.
- 6.2 In late 2009 it became apparent that the mixed use regeneration site at Victoria Harbour was not going to deliver in the short to medium term any significant housing numbers, the landowners favouring the development of the site for port-related development. The strategy based on the reuse of brownfield land and more particularly on Victoria Harbour was therefore seriously weakened.
- 6.3 Assessment of alternative large brownfield regeneration sites indicated that there were few viable large brownfield sites within the built-up area to replace Victoria Harbour as a housing site.
- 6.4 A number of smaller potential sites including the former Magnesia Works at Old Cemetery Road could contribute to some extent but not in sufficient numbers on which to base a viable and robust strategy. Clearly the option based on compact urban growth through the development of mixed-use regeneration areas on brownfield land is no longer tenable.

7. THE LOCATION OF FUTURE HOUSING LAND

- 7.1 The RSS requirement is to provide land for 6730 units between 2004 and 2024. To date only 1142 dwellings have been built and only about 2100 have current planning permission or are readily available for development under the 2006 Local Plan policies. There is therefore a requirement to identify alternative locations to meet the outstanding need and to replace the originally anticipated allocations at Victoria Harbour.
- 7.2 The options to provide sufficient housing land have included consideration of:
- the western expansion of the town beyond existing limits;
 - the expansion of the villages; and
 - the development of Wynyard Park as a Mixed Use site including housing
- 7.3 The strategy now preferred is to allow a western expansion of the town into greenfield land along the existing boundary of the built up area of the town. This would assist in:
- providing a range and choice of locations,
 - consolidating and integrating the existing and extended built up areas.
 - the planning and implementation of infrastructure, housing and community facilities according to clearly defined locations and principles.

- 7.4 The expansion of the villages, other than at a very limited scale, is not considered feasible without substantial change in their character, pressure on services and impact on neighbouring farmland and countryside. Such an option is not therefore supported.
- 7.5 The potential for various forms of development, other than the permitted business park use, at Wynyard Park has been considered at some length, including consideration of the means by which the RSS Key Employment Location policy is respected and delivered. It is concluded that any form of development incorporating large scale housing development, even if accompanied by employment and community facilities, would not be seen as sustainable an option as that involving the western expansion referred to above, largely due to locational considerations and physical and functional relationships with the town of Hartlepool.
- 7.6 In addition to the proposed western expansion a very limited number of sites in the villages are suggested together with a small element of executive housing at the western end of Wynyard Woods. In addition an executive housing site at Tunstall Farm is suggested to help satisfy the need to provide a range and choice of locations.
- 7.7 The Preferred Option is to create sustainable residential communities throughout the Borough by providing a mix and balance of good quality housing of all types in line with the evidence from the Strategic Housing Market Assessments and ongoing monitoring. The use of greenfield land whilst in many respects regrettable does give the opportunity for strategic Green Wedges to be planned from an early stage.
- 7.8 The future supply of new housing in the Borough between 2009 and 2026 is set out below:

Housing Site Source	Approximate Additional Dwellings
Existing Planning Permissions	2,100
Urban SHLAA Sites	1,250
Claxton	2,220
Brierton	300
Quarry Farm	300
Eaglesfield Road	250
Upper Warren	150
Wynyard Woods West	100
Tunstall Farm	60
Villages	40
Total Dwelling Delivery	6,770

8. TOWN CENTRE ISSUES

- 8.1 Evidence from the Hartlepool Retail Study 2009 strongly advises that robust policies be in place to protect the town centre and that retail and commercial developments be concentrated in a tightly defined area of the town centre and limited edge of centre sites which are easily accessible by foot from the town centre. In view of the need to consider the future of the Mill House area this leisure area is to be incorporated within the town centre boundary.
- 8.2 The Preferred option is to continue to protect the town centre to ensure its vitality and viability.

9. MINIMISING AND ADAPTING TO CLIMATE CHANGE

- 9.1 The Core Strategy must take account of the serious threat which Climate Change will pose. Policies need to be in place to help reduce the carbon footprint of new development and minimise the effects of Climate Change. Some of the problems associated with Climate Change could be reflected in coastal flooding and erosion linked to sea level rise, changes in agriculture and wildlife and plant habitats that will result in changes to flora and fauna.
- 9.2 The Council's preferred options is to work with partners at the strategic level to facilitate action to reduce the Borough's impact on climate change and to plan proactively for adapting to the effects of climate change.

10. EMPLOYMENT LAND

- 10.1 The RSS specifically identifies Wynyard as a Key Employment Location of approximately 200 hectares.
- 10.2 The 2008 Employment Land Review (ELR) indicates that there is an oversupply of industrial premises within Hartlepool and so there is some flexibility in reusing some employment land for other purposes including residential development.
- 10.3 The preferred option is to protect the Key Employment Location sites and existing viable employment land from non-employment uses. In the case of Victoria Harbour it is recognised that the land will be reserved for port related uses.
- 10.4 The Core Strategy will need to identify that Hartlepool has been put forward by Central Government as a possible location for a new Nuclear Power Station

11. PROVISION OF COMMUNITY FACILITIES

- 11.1 The Core Strategy should facilitate the delivery of improved infrastructure including highways, sewage treatment and the related network of infrastructure, green spaces, play areas, community facilities including schools, leisure facilities and community centres.

- 11.2 It is generally expected that developers will mitigate or compensate for the impact of their proposals by way of 'Planning Obligations'.
- 11.3 The Preferred Option is the use of Section 106 Legal Agreements to ensure developers contribute towards the provision of infrastructure and facilities.
- 11.4 Developments that are likely to generate an increased demand for school places will need to contribute towards expanding existing education facilities. If the proposed urban extension at Claxton is developed discussions will need to take place at an early stage in the planning process to ascertain whether it will be necessary to provide new educational facilities.

12. TOURISM

- 12.1 Future major leisure and tourism developments in Hartlepool will be expected to locate within the town centre or the Marina. However there are two other areas in the town where such developments could be located depending upon their scale and nature:
- Headland: appropriate for tourism-related projects related to its historic and cultural heritage;
 - Seaton Carew: appropriate for sea-side and nature based recreational and leisure facilities

13. LEISURE

- 13.1 The Core Strategy should put in place a policy framework to develop further leisure provision in the future, ensuring Hartlepool is a regionally significant visitor destination.

14. GREEN SPACES

- 14.1 The Preferred Option is to safeguard the green infrastructure from inappropriate development and to actively improve the quantity and quality of parks, green corridors and recreation and leisure facilities across the Borough in line with the findings and recommendations from the PPG 17 Audit and Assessment and the strategic objectives of the Tees Valley Green Infrastructure Strategy. It should also enhance Local Wildlife sites and Green Infrastructure throughout the Borough.

15. TRANSPORT

- 15.1 The Preferred Options Report seeks to reduce traffic congestion whilst increasing sustainable methods of transport including accessibility for cyclists and pedestrians.
- 15.2 One particular area of concern on the network is the A19 and A689 junction which, despite being outside of Hartlepool's boundary, is a key point on the network on which all future developments, especially in the south of the Borough, are likely to impact. The Report recognises the need to pursue a

package of works to improve the capacity of this part of the network (on both sides of the Borough boundaries) with the relevant authorities.

- 15.3 The identification of Claxton as a future housing area will require a high standard access through the site. This may give the opportunity in the long term to create a major distributor road to run along the western fringe of the town between the A689 in the south and the A179. This could help to relieve traffic congestion in the longer term on the road network in Hartlepool, especially the A19/A689 junction and Catcote Road. Such a scheme would need to undergo detailed traffic modelling and would be subject to availability of funding.

16. THE NEXT STAGES

- 16.1 The Preferred Options Report, its accompanying Sustainability Appraisal Report and the Habitats Regulations Assessment will be made available for consultation purposes for a period of eight weeks from 29th January to the 26th March 2010. The consultation will be undertaken in accordance with the adopted Statement of Community Involvement. Comments received will then be considered, and then, in the context of further Sustainability Appraisal, a draft Core Strategy Document will be prepared having regard to any comments received.
- 16.2 The Preferred Options Report presented is a working draft. Discussions are continuing with Government Office for the North East and others and so some updating, amendments and editing will need to be incorporated into the final report. Cabinet will be advised of any changes. However authority is being sought for the Mayor to agree the final version of the document to be used for public consultation.

17. RECOMMENDATION

- 17.1 That the Preferred Options Report for the Core Strategy be approved for public consultation purposes subject to minor editing.
- 17.2 That the Mayor agree any minor amendments made to the Preferred Options Report prior to its publication.

HARTLEPOOL CORE STRATEGY DRAFT PREFERRED OPTIONS DOCUMENT

JANUARY 2010



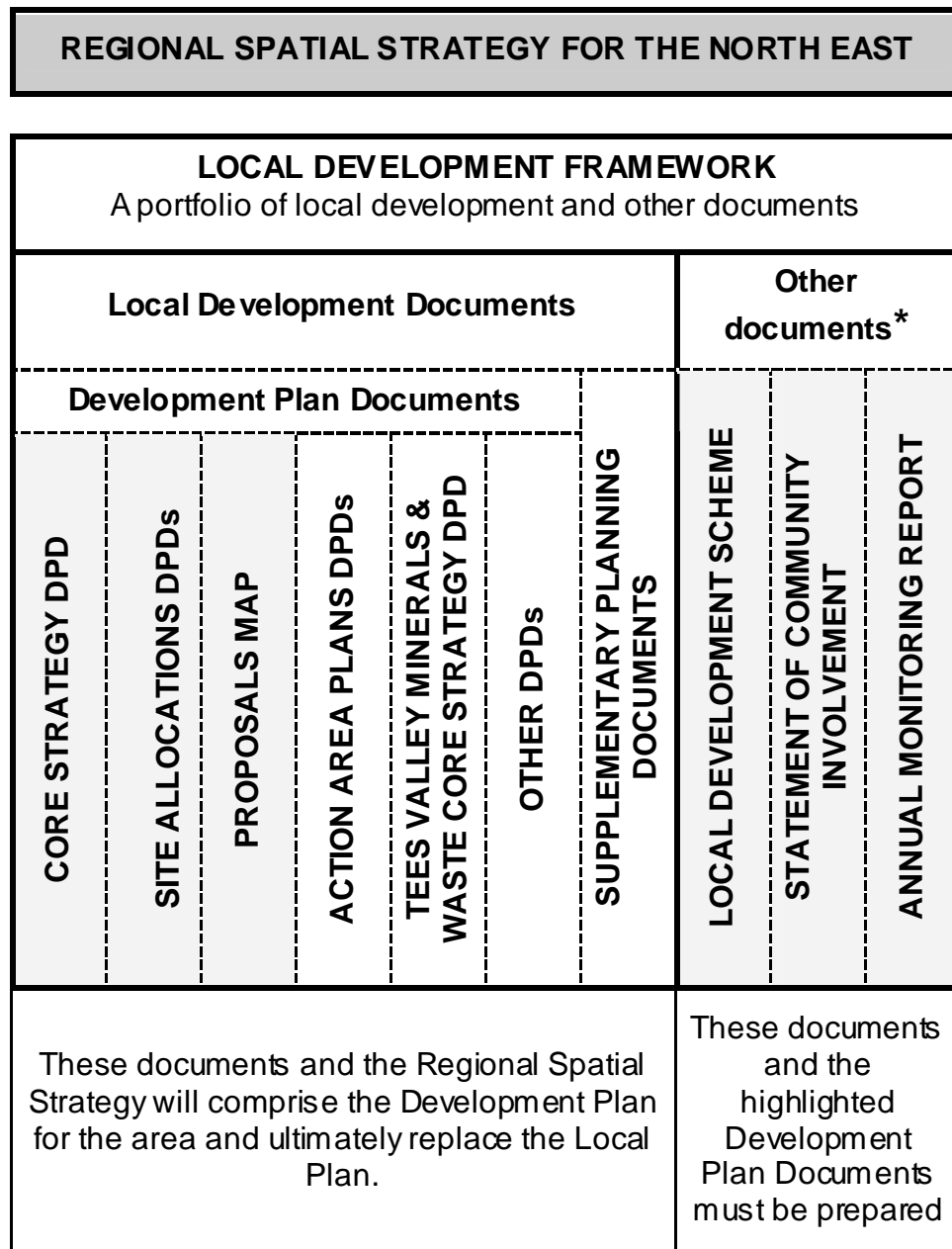
1. Introduction

- 1.1 In 2004 the Government introduced a new development planning system to replace the Local Plan system. The new system, termed the “Local Development Framework” involves the production of a series of documents that are more spatially orientated, streamlined and flexible. This system will allow the Local Authority to respond more quickly to changing circumstances and will ensure the best use of land by weighing up conflicting demands.

What is the Local Development Framework?

- 1.2 The new Local Development Framework system goes beyond the old system of purely land use planning to bring together and integrate policies for the use and development of land with other policies and programmes which influence the nature of places and how they function. Documents within the Local Development Framework will ensure the most efficient use of land by balancing competing demands in accordance with a clear, distinctive and realistic vision of how the area will develop and change within a demonstrable context of sustainable development.
- 1.3 The Local Development Framework will comprise a number of documents as shown in diagram 1 below. Some of these (known as “Development Plan Documents” or DPDs for short) form the local part of the statutory Development Plan for Hartlepool and will essentially replace the Local Plan. The Regional Spatial Strategy for the North East (2008) forms the other part of the Development Plan for Hartlepool.
- 1.4 The Development Plan Documents for Hartlepool must include:
- A Core Strategy setting out the spatial vision, spatial objectives and core strategic policies for the area – this consultation document on the Preferred Options is the second stage, following the Issues and Options Discussion Paper, in the preparation of the Core Strategy for Hartlepool;
 - A document or documents concerned with the site specific allocations of land such as housing or employment sites – these will follow the preparation of the Core Strategy and must accord with its spatial vision, objectives and core strategic policies;
 - DPDs containing waste and minerals policies; and
 - A Proposals Map which will be updated as each DPD is adopted.
- 1.5 Currently the Borough Council is working on a number of documents within its LDF, these include:
- Affordable Housing DPD
 - Housing Allocations DPD
 - Tees Valley Minerals & Waste Core Strategy DPD
 - Victoria Harbour Supplementary Planning Document (SPD)
 - Planning Obligations SPD
 - Transport Assessments & Travel Plans SPD

Other documents which inform the Development Plan include the Statement of Community Involvement, the Local Development Scheme and the Annual Monitoring Report.

Diagram 1: Development Plan for Hartlepool

*Also incorporated are the Local Plan saved policies

- 1.6 This Core Strategy Preferred Options Document sets out the Council's preferred options to achieve the overall Vision, following earlier consultation on the Issues and Options Discussion Paper.
- 1.7 This Preferred Options document has been developed in response to the above consultation together with other key strategies and programmes, especially "Hartlepool's Ambition 2008" (the Sustainable Community Strategy). The Preferred Options policies also seek to reflect the national and regional policy agenda and address the vitally important local objectives of improving the town's economy and protecting and enhancing the environment, taking account of the opportunities and constraints of Hartlepool's coastal location.

Supporting Documents

- 1.8 This Preferred Options document is supported by three accompanying documents:

Habitats Regulations Assessment

An Assessment of the impact of the Core Strategy on sites designated as of European importance for their nature conservation value. This is required by the EC Habitats Directive Articles 6.3 and 6.4;

Sustainability Appraisal

This combines the statutory requirement for land use plans forming part of the Local Development Framework to be assessed in terms of their contribution to sustainable development, with the Strategic Environmental Assessment required by EU Directive EC/2001/42;

Consultation Statement regarding the Issues and Options Stage

This is a statement outlining the consultation processes undertaken previously to inform the preparation of this Preferred Options document for the Core Strategy SPD. It also highlights the representations that were received.

- 1.9 Copies of these documents are available at:

Bryan Hanson House
Hanson Square
Hartlepool
TS24 7BT

- 1.10 They are also available to view at the Civic Centre, Victoria Road, Hartlepool, TS24 8AY or at the Central Library on York Road or any of the branch libraries. Alternatively they can be viewed on the Council's website: www.hartlepool.gov.uk

How to Comment

- 1.11 You can make comments on the Hartlepool Core Strategy Preferred Options and its supporting documents in the following ways:
- Consultation website: <http://planningpolicy.hartlepool.gov.uk> You will need to register when you visit the site if you have not previously used it. You will be kept informed by email of future consultations on later stages of the Core Strategy or other related planning documents that are produced;
 - You can send your comments by letter to the Planning Policy Team at Bryan Hanson House, Hanson Square, Hartlepool, TS24 7BT; or
 - Email your comments to Planningpolicy@hartlepool.gov.uk
- 1.12 All comments should be received by **4pm on Friday 26th March 2010**.

2. The Core Strategy

- 2.1 This report represents the second published stage in the preparation of a Core Strategy for Hartlepool. Opportunities to comment are available throughout each stage of the Core Strategy production process. The Council is currently at stage 2 “Preferred Options”; comments can be submitted on this Preferred Options document and the accompanying Habitats Regulations Assessment and Sustainability Appraisal.

What will Hartlepool’s Core Strategy cover?

- 2.2 Hartlepool’s Core Strategy will set out broadly but clearly what kind of place the area will be in the future, what kind of changes will be needed to make this happen, and how this will be brought about. It will set out the spatial vision for the Borough as it is anticipated to be by 2026. It will be developed from the vision of “Hartlepool’s Ambition 2008” (the Sustainable Community Strategy). To achieve this vision, the Core Strategy will establish spatial objectives and a spatial strategy together with strategic policies to deliver the vision and to guide the Borough’s development to 2026.
- 2.3 The Core Strategy will, however, need to be consistent with national planning policy and be in general conformity with the Regional Spatial Strategy (RSS) for the North East 2008. It will also take account of other relevant plans, policies and strategies relating to Hartlepool and the adjoining area.
- 2.4 Certain requirements, such as the amount of housing to be provided in Hartlepool, are laid down in the RSS for the North East, and the policies of the Core Strategy set out general locations for delivering the housing and other strategic development needs such as employment, retail, leisure, community and essential public services and transport development.
- 2.5 The policies in the Core Strategy will not normally identify specific sites, instead broad strategic locations for development will be identified. However, account may have to be taken of the potential development sites during its preparation to ensure that the principles of the spatial strategy can be met.

The Borough of Hartlepool

- 2.6 The Borough of Hartlepool comprises three distinct elements:
- The main urban area of Hartlepool including Seaton Carew and the industrial areas to the south – this is classed as a “Main Settlement” in the RSS.
 - An attractive rural hinterland within which lie the five villages of Hart, Elwick, Dalton Piercy, Greatham and Newton Bewley, and
 - The residential, employment and recreational area at Wynyard.

- 2.7 The Borough forms part of the Tees Valley City Region which is identified in the RSS as one of the two growth areas for North East England. RSS policy 7 on the Tees Valley City Region gives priority to the regeneration of Hartlepool Quays (comprising the Headland, Victoria Harbour, Marina and the central area of the town) and supports the regeneration of the Coastal Arc (stretching all along the coast of Hartlepool to Redcar and Saltburn) for appropriate development, in particular by concentrating major new tourist developments related to the coast in the area. The policy also supports the appropriate development of Wynyard as a Key Employment Location.

Table 1: Hartlepool Key Facts

Key Facts about Hartlepool	Hartlepool	England & Wales
Resident Population mid 2008	91,800	54,481,000
Population age 0-15	18,300	
Population age 16-44	34,800	
Population age 45-retirement	21,300	
Population age retirement and over	17,400	
Number of Households	40,100	23,267,000
Area (hectares)	9,386	
Population Density (persons per hectare)	9.8	3.6
Population working age 2008	55,500	36,641,700
% economically active	75.8	78.8
% in employment	63.8	74.5
Median weekly earnings all full time adults	461.7	479.3
% of working age receiving key benefits	23.5	14.2
% of households with no car	39.3	26.8
Crimes per 1000 population 07/08 – total offences	110.1	98.5
Household tenure – owner occupied	63.0	68.9
Household tenure – Council rented	19.8	13.2
Household tenure – Private rented	7.4	8.7

3. A Spatial Vision for Hartlepool

What are the challenges facing Hartlepool?

- 3.1 The Hartlepool LDF Annual Monitoring Report for 2008/09 includes a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis as set out in the table below. This provided an appropriate context within which to develop our spatial vision for Hartlepool.

Table 2: Hartlepool SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> • Compactness of main urban area • Expanding population • Sense of community / belonging • Partnership working • Good track record in delivering physical regeneration • Diverse, high quality and accessible natural environment • Maritime, industrial and religious heritage • Availability of high quality housing • Successful housing renewal • High levels of accessibility by road • Lack of congestion • Good local road communications • Active and diverse voluntary and community sector • Direct rail link to London • Positive community engagement • Successful event management • Small business and SME development • Growth of visitor market 	<ul style="list-style-type: none"> • Perceived image • Location off main north-south road corridor • High deprivation across large areas of the town • Low employment rates and high level of worklessness • Legacy of declining heavy industrial base • Small service sector • Imbalance in the housing stock • Shortage of affordable housing • Poor health • Low level of skills • High crime rates • Poor local rail services • Exposed climate • Range and offer of retail facilities 	<ul style="list-style-type: none"> • Relatively young population a possible asset for future economic prosperity • Can improve the economy and the growing house choice thus improving the recent stabilisation of population levels • Availability of land to enable diversification of employment opportunities within urban area • Potential for development of major research, manufacturing and distribution facilities on A19 corridor • Wide potential for further tourism investment • Potential for integrated transport links • Major physical, economic and social regeneration benefits presented by the Victoria Harbour mixed use regeneration scheme • Choice of Hartlepool as finishing port for the 2010 Tall Ships race • Plans for development of Tees Valley Metro • Established housing market renewal programme • Creation of new state of the art hospital site in Wynyard • Recently awarded Growth Point Status for Tees Valley including Hartlepool • Potential New Nuclear Power Station • Renewable Energy and Eco Industries • Queens Meadow and Wynyard KEL • Developing indigenous business start-up and growth 	<ul style="list-style-type: none"> • Closure of major employer • Expansion of area affected by housing market failure • Climate change and rising sea levels • Lack of financial resources / budget deficits • Increasing congestion • Delays in the delivery of Victoria Harbour • Loss of Tees Crossing Project • Access to new hospital • Competition from neighbouring out of town retail parks

What is the Core Strategy aiming to achieve?

- 3.2 The Core Strategy will set out the vision for Hartlepool – what kind of place Hartlepool will be in the future. Its vision will be a spatial representation of the vision of the Sustainable Community Strategy for Hartlepool (Hartlepool's Ambition 2008) which states:

“Hartlepool will be a thriving, respectful, inclusive, healthy, ambitious and outward-looking community, in an attractive and safe environment, where everyone is able to realise their potential.”

- 3.3 It is therefore vital that the spatial vision for the Core Strategy seeks to achieve:

- the creation of a healthy local economy (“thriving” and “ambitious” community),
- the creation of mixed communities with all services to hand (“respectful” and “inclusive” community),
- provision of opportunities for recreational activities (“healthy” community),
- improvement of transport links (“outward-looking” community)
- improvements to the quality and design of housing and other areas (“attractive environment”),
- reduction of the opportunities for crime and improvements in road safety (“safe environment”)

3.4 What you suggested about the proposed Spatial Vision

- Support the proposal to maximise housing choice and health opportunities for residents to live in a safe and attractive environment;
- The provision of a safe, efficient and accessible sustainable transport network should be better reflected;
- Support the idea of mixed communities with services at hand;
- The natural environment should be better reflected in the vision, and
- Quality and standard of living in the town should be reflected.

- 3.5 Having considered the representations made at the Issues and Options stage 2007/08 in relation to the spatial vision, together with the need to provide an aspirational vision for the Borough by 2026 which reflects the Sustainable Community Strategy, the Council's Spatial Vision is:

“Hartlepool by 2026 will have achieved the substantial implementation of its key regeneration areas, raised the quality and standard of living, increased job opportunities, maximised housing choices and health opportunities for its residents. The built and natural environment will make Hartlepool a safe and attractive place to live and an efficient and sustainable transport network will integrate its communities within the Tees Valley City Region and beyond. The town will have become a focal destination for visitors and investment.”

4. Core Strategy Themes and Objectives

How will the Core Strategy develop from the Regional Spatial Strategy and Hartlepool's Ambition?

- 4.1 The Regional Spatial Strategy sets the broader spatial planning context for the North East. Its vision incorporates four objectives – economic prosperity, sustainable communities, enhanced environment and improved connectivity - which its policies seek to deliver.
- 4.2 The eight themes of 'Hartlepool's Ambition' 2008 (the Sustainable Community Strategy for Hartlepool) can be grouped alongside the RSS objectives and they provide the basis of the suggested spatial objectives for the Core Strategy as shown in Table 3 below.

Feedback on the Objectives contained within the Issues and Options

- 4.3 In general there was good support for the proposed objectives within the Issues and Options Stage. In particular the inclusion of cultural heritage, culture and leisure and the provision of a choice, quality and affordability of houses were supported.
- 4.4 The Objective to "Ensure a safe, efficient and sustainable transport network" was also supported however it was suggested that the villages should be specifically included within this Objective. This is not considered appropriate as this objective refers to the whole of the Borough. It was also suggested that Objective 17 should read "To strengthen sustainable transport links..."
- 4.5 Taking this information into account table three highlights the objectives for the Hartlepool Core Strategy and their relationship with the Regional Spatial Strategy and the Hartlepool Community Strategy.

Table 3: Relationship of the Core Strategy Objectives to the Regional Spatial Strategy and Hartlepool's Ambition

Regional Spatial Strategy Objectives	'Hartlepool's Ambition' (Community Strategy) Themes	Suggested Spatial Objectives for the Core Strategy
Economic Prosperity	Jobs and the Economy Lifelong Learning and skills.	<ol style="list-style-type: none"> 1. To diversify the economic base of Hartlepool and promote an entrepreneurial culture to create more employment opportunities for local people. 2. To develop Hartlepool as a destination of choice for inward investment 3. To enhance the tourism offer. 4. To support the development of educational and training facilities that will develop a skilled workforce. 5. To facilitate development in the key investment areas in the Borough
Sustainable Communities	Strengthening Communities Community Safety Housing Health and Care	<ol style="list-style-type: none"> 6. To make Hartlepool a safer place by reducing crime and the fear of crime and anti-social behaviour. 7. To improve the choice, quality and affordability of housing. 8. To strengthen social cohesion and reduce inequalities by protecting and encouraging access to local facilities. 9. To encourage healthier and more sustainable lifestyles.
Enhanced Environment	Environment (excluding Transport) Culture and Leisure	<ol style="list-style-type: none"> 10. To protect, promote and enhance the quality and distinctiveness of the Boroughs natural, rural and built environment. 11. To protect and enhance the Boroughs unique cultural heritage and coastline. 12. To reduce the causes and minimise the impacts of climate change. 13. To maximise the re-use of previously developed land and buildings. 14. To ensure the efficient use of natural resources. 15. To provide a safe, attractive and well-designed environment.
Improved Connectivity	Environment (Transport)	<ol style="list-style-type: none"> 16. To ensure the provision of a safe, efficient and sustainable transport network, accessible to all. 17. To strengthen transport links with the Tees Valley sub-region, region and beyond.

4.6 The Issues and Options Stage of the Core Strategy proposed 4 themes for the Core Strategy:

- Strengthening the Local Economy,
- Developing a Sustainable Community,
- Protecting and Enhancing the Environment, and
- Improving Connectivity.

What respondents suggested about the proposed themes contained within the Issues and Options Consultation Document

4.7 At the Issues and Options stage 2007, question 4 asked whether you agreed with the four Themes for the Core Strategy.

4.8 In general representations were very supportive of the four Themes and there were only three responses which suggested altering the wording of the Themes. It was suggested that Theme Three should include “protection” of the “natural and built” environment and also that Theme Four should be “improving sustainable connectivity.”

4.9 Taking account of these comments and accounting for changes to planning policy at a national and regional level and also to emerging issues at a local level (as identified within the Additional Evidence Gathering section below) it has been necessary to widen the number of Themes within this Preferred Options Document, with there now being seven Themes as identified within Table 4 below.

Table 4: Hartlepool Core Strategy Preferred Options Themes

Core Strategy Preferred Options Themes
Locational Strategy
Minimising & Adapting to Climate Change
New Development
Housing
Strengthening the Local Economy
Environment
Transport

Additional Evidence Gathering

4.10 Since the Issues and Options Stage of the Core Strategy a number of additional studies and other pieces of work have been undertaken which have contributed towards the creation of a robust evidence base to inform the development of policies within the Core Strategy.

4.11 Essential pieces of work such as a Tees Valley Strategic Housing Market Assessment (SHMA) (2008), Strategic Housing Land Availability Assessment (SHLAA) (2009), 5 Year Housing Land Supply (2009), Housing Economic Viability Assessment (2009), PPG17 Open Space Assessment (2008), Employment Land Review (2009), Hartlepool Retail Study (2009), Tees Valley Green Infrastructure Strategy (2008) along with work on other prevalent issues have helped to give a clear picture of the major issues in Hartlepool which need to be addressed.

- 4.12 These pieces of work have helped to update views on the Themes and Objectives and ultimately the Policies which should be included within this Preferred Options Document.

Key Issues

- 4.13 Some of the key issues that have been highlighted through the development of the evidence base which needs reflecting within the structure of this Preferred Options document include:

- Victoria Harbour not progressing as a mixed use regeneration scheme. Likely that the original 3,500 new homes on brownfield land that was envisaged will not be delivered as the landowners pursue alternative port-related development. Taking this and the Regional Spatial Strategy targets for housing into account, there is an obvious need for the Core Strategy to adapt previous thinking on the locational and delivery of possible housing sites in the Borough.
- The SHLAA has identified and assessed a wide variety of sites across the Borough looking particularly at suitability, availability and achievability. These issues have been used to identify potential yields of sites and when they would be available for development.
- The Tees Valley SHMA has illustrated the critical need for more affordable housing on developments within the town, the shortage of bungalows within the Borough and it also noted that the market for apartments in Hartlepool and surrounding areas is at saturation point.
- The Employment Land Review has assessed the various employment designations within the Hartlepool Local Plan and has suggested some de-allocations. This work along with developments in certain areas of the business and industrial market will need to be considered within the Core Strategy.
- Hartlepool has been identified as one of 10 potential sites within England and Wales which would be suitable for a new nuclear power station within the Draft National Policy Statement on Nuclear Energy (2009). The consultation by the Department of Energy and Climate Change is currently ongoing regarding which sites are most suitable to be developed and therefore the Core Strategy needs to ensure that this possibility is catered for.
- Climate change needs a higher profile within the Core Strategy in line with the advice contained within "Planning and Climate Change" a Supplement to Planning Policy Statement 1 (December 2007).
- A hospital that will serve Hartlepool, Stockton and parts of County Durham has now been given outline planning permission (subject to the completion of a Section 106 Legal Agreement) at Wynyard Park. The implications of this need to be reflected within the Core Strategy.
- The economic downturn and the impacts it has had, especially within the town centre area and delivery of new housing, need to be reflected and strong policies included to aid the future recovery and regeneration of the central shopping and commercial area.
- Work on the PPG17 Assessment and the Tees Valley Green Infrastructure Strategy have helped to inform on green spaces, recreational areas and other natural open spaces within the Borough. This has helped to illustrate where there are shortfalls and deficiencies in the provision.

- The Retail Study (2009) raised a number of major concerns with regards to the Town Centre. There is a higher than average number of vacant units in the centre particularly within Middleton Grange. It also highlighted that there is a £40 million deficit in convenience goods expenditure and there is insufficient expenditure to justify further floorspace in the future. Taking a long term view with regard to comparison goods expenditure there is insufficient capacity for further comparison goods retail floorspace. As a result the study states that extreme caution should be exercised in permitting new floorspace outside the Town Centre.

4.14 This additional evidence gathering has been viewed alongside the objectives of the Regional Spatial Strategy and the Sustainable Community Strategy to guide the development of a set of Preferred Options Policies which will help to guide development within Hartlepool in the period until 2026.

Table 5: List of Core Strategy Chapters and Preferred Options Policies

Chapter & Theme	Preferred Option Policy
Locational Strategy	Locational Strategy
Minimising & Adapting to Climate Change	Climate Change
New Development	Facilitating Development
	Community Facilities & Services
Housing	New Housing Development
	Housing Mix
	Accommodating Gypsies & Travellers
Strengthening the Local Economy	The Town Centre
	Retail
	Expanding Leisure & Tourism
	Employment Land
	The Rural Economy
Environment	Built Environment
	Urban Open Space
	Natural Environment
Transport	Improving Connectivity

5. The Locational Strategy

Introduction

- 5.1 One of the key characteristics of Hartlepool is that it is a vibrant community with development contained within a compact urban area, small villages and attractive rural and coastal areas. The Core Strategy should seek to maintain and enhance the attractiveness of Hartlepool and its setting as a quality place in which to live.
- 5.2 For many years the strategy for the Borough has been based on compact urban growth. This has been secured by the strict control of development to locations within defined limits to development in the form of an urban fence around the main urban area, village envelopes around the villages and also specific limits around the Wynyard area.
- 5.3 Keeping future development within these limits could protect the attractive open countryside around Hartlepool but might constrain the opportunities for providing a wide choice of housing, including affordable and high cost low density housing, leading to more high density development. If insufficient previously developed 'brownfield' sites cannot be identified this may result in development on areas of amenity greenspace and could lead to town "cramming".

Consultation Feed back on Issues & Options (2007)

- 5.4 Five main options were suggested in the Issues & Options report. These in brief were:
 - Continue to focus most housing development in the key regeneration areas
 - Give priority to housing development on brownfield land, including areas cleared of housing
 - Allow a western expansion of the town beyond the existing limits
 - Expand the villages
 - Allow further development at Wynyard
- 5.5 Most of the responses were supportive of the options to focus new development in the major regeneration areas of town as development should be located in the most sustainable locations, which tend to be on brownfield land within existing urban areas and have a range of safe and convenient access to a variety of sustainable transport modes, services and employment. In particular development in the town centre regeneration areas, brownfield sites and Victoria Harbour were mentioned. Such a strategy should recognise the importance of keeping green areas within the built up areas of the town. A summary of the responses to the Issues & Options consultation can be found in the Issues & Options Consultation Responses document available on the Council's website.
- 5.6 There were some concerns about expanding the town and this was seen as a less sustainable option.
- 5.7 Some respondents wished to encourage a spatial strategy concentrating on the main regeneration areas as well as allowing for further residential development at Wynyard south of the A689, to enable the creation of a sustainable community in that location.

- 5.8 Some responses suggested that Greenfield land on the edge of the built up area represents the most suitable location in terms of meeting the quantitative and qualitative housing needs in the Borough.
- 5.9 Most of the responses indicated a resistance to the development of Wynyard as an additional housing location as it is an unsustainable location relying on car based development that fails to comply with national policy set out in PPS3. It was recognised that the RSS identifies Wynyard as a Key Employment Location.
- 5.10 There was, however, some support for further housing development, particularly as the location would only serve the top end of the market, and there is a continuing need for such housing options. It was important to ensure vibrant rural areas. There was concern about infrastructure needs – relating to highways, water supply and sewage treatment.
- 5.11 The suggestion of exploring the potential for an eco-settlement linked to proposed employment was put forward.
- 5.12 It was also stated that Wynyard housing currently lacks a number of local services due to the lack of a critical mass of housing. By allowing continued residential development south of the A689, these facilities can be provided.
- 5.13 One respondent was fully committed to major investment within the Borough at the Wynyard site and supported the provision of further housing at Wynyard including a full range of housing types. They commented that a critical mass of housing will justify essential infrastructure.
- 5.14 Representations were received promoting a mixed use Masterplan at Wynyard which might assist in facilitating the implementation of the Key Employment Location. A major component of a mixed use scheme would be residential and able to support on site amenities.
- 5.15 There was generally a reluctance to see villages expanded as it could have a negative impact on the area involving the loss of character and lead to an increase in commuting by car. There was some support for infill or rounding off of the limits and a modest amount of new housing, appropriate in scale and character to help maintain the life of the community and support or encourage services. If development was to be agreed in the villages it should be of a suitable scale as to not overwhelm existing communities, additionally the importance of retaining the strategic gaps between villages and the main urban area was stated.

Sustainability Appraisal on Issues & Options (2007).

- 5.16 The following points were raised during the Sustainability Appraisal process:
- Encourage prudent use of land by protecting Greenfield land
 - Brownfield development is considered more sustainable because of access to existing services and transport links and the re-use of land.
 - Locating new residential development near the town centre should prove more sustainable and new dwellings could be energy efficient.
 - Concentrating retail in the town centre would Although the option would encourage new retail facilities in an area accessible by public transport

(minimisation of need to travel – reduction in levels of CO₂) the policy encourages new retail facilities that will obviously use energy in the daily running of the business.

- Allowing retail outside the town centre would lead to further car trips as other areas may now be well served by public transport.
- If a new nuclear power plant is constructed then in the long term environmental benefits would be positive.
- Expanding the villages would cut into the countryside / green areas around the villages and increase CO₂ emissions from extra car trips.
- Further development at Wynyard would increase CO₂ emissions from travel patterns.

Developing the Preferred Locational Strategy

5.17 The strategy of compact urban growth based on the use of regeneration of urban sites has significant sustainability benefits in that:

- The use of brownfield land is maximised
- Concentrated growth within the main settlement has the potential for encouraging good public transport and pedestrian and cycleway links
- Community facilities such as schools, shops, libraries and community centres may be more efficiently located within the main settlement areas.

The Preferred Strategy Reassessed

5.18 In late 2009 it became apparent that the mixed use regeneration site at Victoria Harbour was not going to deliver in the short to medium term any significant housing numbers. The strategy for delivering RSS housing targets based predominantly on the re-use of brownfield land and more particularly on Victoria Harbour was therefore seriously weakened.

5.19 Assessment of other alternative large brownfield regeneration sites indicated that there are few viable alternatives to Victoria Harbour brownfield site.

5.20 A number of smaller potential sites including the former Magnesia Works at Old Cemetery Road could contribute to some extent but not in sufficient numbers on which to base a viable and robust compact urban growth strategy. Clearly the preferred option based on compact urban growth through the development of mixed use regeneration areas on brownfield land is no longer tenable.

An Alternative Strategy

5.21 In terms of housing the RSS requirement is to provide land for 6730 units between 2009 and 2024 of which only about 2200 have current planning permission or are readily available for development under the 2006 Local Plan policies.

5.22 The range of options set out in the Issues and Options Report 2007 were assessed once more in view of the need to identify land for housing development up to 2025.

5.23 The options re-evaluated included:

- the western expansion of the town beyond existing limits;
- the expansion of the villages; and
- the further development of Wynyard

- 5.24 The western extension of housing development beyond the existing limits may be sustainable, particularly where there are existing local services nearby, but due regard would need to be taken to maintaining the strategic gaps identified in the RSS, particularly in the vicinity of Hart and Greatham villages.
- 5.25 Further development in the villages may help to sustain or improve local services, but may lead to an increase in commuting.
- 5.26 Similarly allowing further housing development at Wynyard could be conditioned upon the provision of local services which the area lacks at present, but will not help to create a mixed community unless other types of housing than large detached dwellings are provided. The development of housing at Wynyard Park is seen as an unsustainable option given its isolated location. Other locations closer to the built up area are seen as more sustainable and will have more benefits to the economy of the town.

Preferred Locational Strategy

- 5.27 The strategy now preferred is to allow a westward expansion of the town into greenfield land adjacent to the existing boundary of the built up area of the town. This would assist in:
- providing range and choice of locations,
 - consolidating and integrating the existing and extended built up areas.
 - the planning and implementation of community facilities according to clear defined locations and principles.
- 5.28 The strategy based on the western expansion of the town can include small elements of the other two options set out in the Issues and Options Report 2007 in order to extend the range and choice of housing types and locations. Thus a very limited number of sites in the villages are suggested together with a small element of executive housing at the western end of Wynyard Woods.

Constraints and Infrastructure

- 5.29 The Preferred Strategy takes account of any known and anticipated constraints. This includes the avoidance of development on land close to:
- Flood Zones 2& 3
 - High Voltage Overhead Cables
 - Gas, Oil, Water, Ethylene Pipelines
 - Internationally and National designated Nature Conservation sites
 - National and locally protected Heritage sites
 - High quality landscape features including Ancient Woodlands
 - The best and most versatile agricultural land.
 - Noisy or polluting sites
- 5.30 In terms of infrastructure land should be capable of being adequately served with:
- An efficient and safe local highway network
 - An adequate water supply system
 - adequate surface and foul mains drainage

- easily provided Utility Services

The Town Centre

- 5.31 The Issues and Options Report 2007 put forward a number of options relating to the town centre and the location of retail and commercial developments.
- 5.32 The response generally was that the town centre should continue to be protected and that controls on out of town centre retailing should not be relaxed.
- 5.33 Evidence from the Hartlepool Retail Study 2009 strongly advises that robust policies be set in place to protect the town centre and that retail and commercial developments be concentrated in a tightly defined area of the town centre and limited edge of centre sites which are easily accessible by foot from the town centre.
- 5.34 The Preferred Option is therefore to continue to protect the town centre to ensure its vitality and viability.
- 5.35 The Town Centre, its Primary Shopping area and the defined Edge of town centre sites and the Marina will be set out on the Key Diagram.

CS1 Locational Strategy

In determining the location of development the Borough Council will have regard to the following material considerations :

- **The limits to development to be shown on the Core Strategy Key Diagram.**
- **The adequacy of Infrastructure including the local highway network, the water supply system and the provision of surface and foul mains drainage.**
- **High voltage overhead cables.**
- **Gas, oil, water and ethylene pipes.**

New Housing development will be located within:

- **The urban area on suitable brownfield sites.**
- **A south western and western extension of the town totalling in excess of 3000 new dwellings:**
- **Small Scale development which extend the Village Limits at Elwick and Hart .**
- **100 new executive dwellings Wynyard Woods West.**

Employment development will be located at:

- **The key employment location at Wynyard Business Park & North Burn.**
- **A high quality site at Queen's Meadow**
- **The Southern Business Zone**
- **Hartlepool Docks**
- **Oakesway**

- **Hartlepool Power Station**

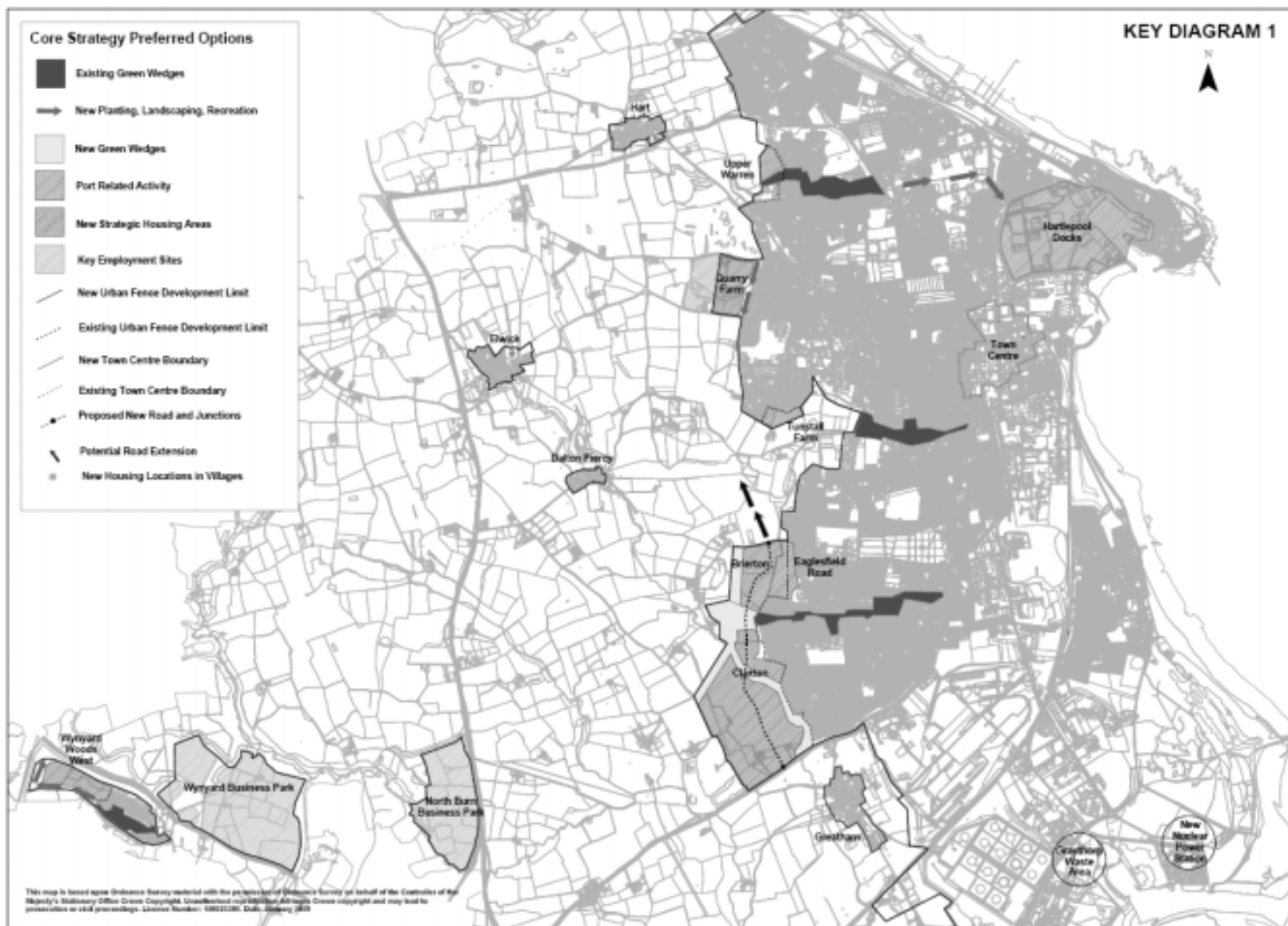
Retail, Office, Business, Cultural, Tourism Developments, leisure, entertainment and other main Town centre uses likely to attract large number of visitors should be the sequentially preferable location of the town centre.

The town centre as defined on the Key Diagram will be developed as the main shopping, commercial and social centre of Hartlepool. The preferred location for shopping is the primary shopping area, as identified on the Key Diagram, within Hartlepool town Centre and then sequentially:

- The wider town centre.
- The edge of Centre sites as defined on the Key Diagram.
- The Marina.
- The local centres (subject to scale and function).
- Any other locations accessible by a choice of transport other than the private car.

Proposals for town centres uses outside the town centre will only be acceptable where the need for the development has been justified and the vitality and viability of the town centre is not prejudiced. However, additional tourism and leisure related developments may be located within the Marina, the Headland or the Seaton Carew Core Area.

A network of new and existing Green Wedges will be protected from development.



6. Minimising and Adapting to Climate Change

Introduction

- 6.1 Climate change is a serious global threat and it will have negative impacts on the lives of people in Hartlepool and around the world. It is considered necessary to act early on climate change to outweigh the economic costs of not acting.
- 6.2 The strategy set out in the Local Development Documents in Hartlepool's Local Development Framework can help ensure the use and development of land can contribute at the local level to reducing the carbon footprint of new development and minimising the effects of climate change. The Council understands that climate change is an issue which requires partnership action as no single organisation can address it alone.
- 6.3 There is a need to change attitudes and behaviours to energy use; to move people and goods in ways that minimise emissions; to reduce energy consumption; to generate energy from renewable resources.
- 6.4 Problems that may occur in Hartlepool associated with climate change could be coastal flooding and erosion linked to sea level rise, changes in agriculture and wildlife and plant habitats that will result in changes to our flora and fauna and excess summer heat and wetter winters which could cause health problems for residents.

Consultation Feedback on Issues and Options (2007)

- 6.5 Concerns were raised in relation to flooding, coastal squeeze and coastal erosion and over all respondents were generally positive about the aim of minimising and adapting to climate change and the following specific comments were received:
 - Improve public transport systems and promote the use of travel plans and demand management.
 - Locate development to reduce the need to travel.
 - Requirement of sustainable urban drainage systems in new developments.
 - Encouraging energy efficiency.
 - Code for Sustainable Homes should be mentioned.
 - Establish and maintain a network of habitats throughout the Borough and Increased green cover and tree planting.
 - The need for more wind farms and clean energy for the future was suggested.
 - The construction of a nuclear power station was suggested.
 - The Council should also set an ambitious renewable energy target above the RSS 10% target.

Sustainability Appraisal on Issues and Options (2007)

- 6.6 The following points were raised during the Sustainability Appraisal process:
 - Encourage prudent use of land by protecting Greenfield land
 - Brownfield development is considered more sustainable because of access to existing services and transport links and the re-use of land.

- Code for Sustainable Homes (level 3 minimum) should be used in the development of any new supported housing which would encourage the prudent use of natural resources (during construction and energy use in the lifetime).
- Certain types of open space (not hard standing) can help to reduce the effects of flooding. Therefore, more open spaces in and around the town centre, rather than paved and tarmac-ed areas, should help to reduce the risk of flooding.
- Locating new residential development near the town centre should prove more sustainable and new dwellings could be energy efficient.
- Concentrating retail in the town centre would encourage new development to be in an area accessible by public transport (minimisation of need to travel – reduction in levels of CO₂).
- Allowing retail outside the town centre would lead to further car trips as other areas may now be well served by public transport.
- Developing Park and Ride facilities should have an overall positive effect on climate change by providing alternatives to the private car.
- Reducing car parking in the town centre will lead to a reduction in CO₂ emissions.
- If a new nuclear power plant is constructed then in the long term environmental benefits would be positive.
- Improving wildlife sites could help with the mitigation or adaptation to climate change.
- Expanding the villages would cut into the countryside / green areas around the villages and increase CO₂ emissions from extra car trips.
- Further development at Wynyard would Increase CO₂ emissions from travel patterns.
- Building a western bypass could lead to increased flooding.
- Travel plans should have a positive effect on minimising CO₂ emissions.
- Improvements to public transport will help provide an alternative to the car and thus reduce congestion and CO₂ emissions.

National Guidance

Energy White Paper

- 6.7 The Energy White Paper will require at least 40% of electricity to be generated from renewable sources by 2060. In the shorter term the Government is committed to the achievement of 10% renewable electricity by 2010 and is aiming for 20% by 2020.

Regional Guidance

North East of England Regional Spatial Strategy (2008)

- 6.8 The RSS tasks all strategies, plans and programmes in the Region to contribute to mitigating climate change and assisting adaptation. Policy 3 gives the strategic context for achieving this in the North East region. Strategic policies affecting Hartlepool's response to climate change also include the sequential approach to development, connectivity, sustainable construction and renewable energy generation. Policy 39 sets a requirement that new larger developments will have to provide at least 10% embedded renewable energy generation as part of the overall scheme.

Tees Valley Climate Change Strategy (2006)

- 6.9 The strategy aims to facilitate co-operation of all individuals and public and private bodies together, to safeguard the future of the Tees Valley. The strategy aims to achieve a minimum 8.75% reduction in CO₂ equivalent emissions below 2000 levels by 2012.

Local Guidance*Hartlepool Declaration on Climate Change (2004)*

- 6.10 The Hartlepool Partnership signed the Hartlepool Declaration on Climate Change in October 2004. By signing the declaration the Partnership agreed a commitment to developing a climate change strategy across all elements of and sectors in the Partnership, establishing a baseline of greenhouse gas emissions for the town and developing a community action plan to reduce emissions and adapt to climate change.

Hartlepool Climate Change Strategy (2007)

- 6.11 The Hartlepool Climate Change Strategy focuses on several topics including adaptation, waste and transport and aims to reduce our CO₂ emissions and adapt to climate change.

Hartlepool's Ambition – Community Strategy & Neighbours Renewal Strategy (2008)

- 6.12 This strategy provides the overall policy framework for achieving Hartlepool ambition and aspirations for the future. The Environment chapter is key to how the Hartlepool Partnership will bring together a wide range of delivery agencies and business interests across the Borough to meet the challenges of Climate change.

Hartlepool Landscape Assessment (2000)

- 6.13 As part of the assessment it identifies the visual quality and amenity resource value of the area and will be used in determining proposals for wind turbines.

Wind Farm Development and Landscape Capacity studies: East Durham Limestone and Tees Plain 2007 & addendum (2009)

- 6.14 These detailed technical studies look at the landscape capacity of the Tees Plain which includes the non urban part of Hartlepool to accommodate wind turbines. The studies provide an evidence base for planning policy development and making decisions on planning applications for new wind turbine development.

Overall Justification in Selecting the Preferred Option

- 6.15 The Council's Preferred Options is to work with partners at the strategic level to facilitate action to reduce the Boroughs impact on climate change and to plan, proactively and spatially, for adapting to the effects of climate change.

CS2 Climate Change

The Council will work with partner organisations and in particular the Hartlepool Partnership to help minimise and adapt to climate change by:

- Giving priority to development within the built up area of Hartlepool and other areas that are well served by sustainable forms of transport;
- Giving priority to development of previously developed land;
- Re-using existing buildings and vacant floors wherever possible;
- Locating and designing development to eliminate unacceptable flood risk, generally avoiding development in the Environment Agency's Flood Risks Zones 2 & 3;
- Promoting higher densities of development in locations that are well served by sustainable forms of transport, including walking and cycling;
- Designing development to increase energy efficiency and reduce energy consumption and carbon emissions;
- Promoting developments that generate renewable energy; provided they are in an acceptable location and appropriately designed; and
- Encouraging environments that promote biodiversity, including the Boroughs Green Network;
- Promoting the use of Sustainable Urban Drainage Systems as part of new development;
- Promoting Sustainable Construction methods.

7. NEW DEVELOPMENT

Introduction

- 7.1 In order to ensure that new developments in Hartlepool do not detrimentally impact on the existing infrastructure of the town, it is necessary to ensure that careful consideration is given to the impact that the policies in the Core Strategy could have in the future. Where it is believed that there will be an impact as a result of a new development, mitigation measures need to ensure that the infrastructure system and related facilities are able to cope with the stresses that new developments cause.
- 7.2 This means that it is necessary within this Core Strategy to develop policies which facilitate the delivery of this improved infrastructure such as better quality roads, sewage treatment and the related network of infrastructure, green spaces, play areas, community facilities including schools, leisure facilities and community centres.

Facilitating Development

- 7.3 The Borough Council will continue to use planning conditions as part of the planning application process to ensure that new developments in the town are well designed and attractive and will have a positive impact on the townscape of Hartlepool. New development however, often puts pressure on already over-stretched infrastructure and it is generally expected that developers will mitigate or compensate for the impact of their proposals by way of 'Planning Obligations'. These are usually concluded under Section 106 of the Town & Country Planning Act 1990 (as amended) and are agreements between Local Planning Authorities and developers (and the landowner where the developer does not own the land) that secure contributions (in cash or in kind) to address community and infrastructure needs associated with development.
- 7.4 As part of the Local Development Framework a Planning Obligations Supplementary Planning Document has been produced (should be formally adopted in Spring 2010) which will provide guidance on the requirements and mechanisms for contributions from development for infrastructure and other related provision. The Planning Obligations SPD will:
- provide greater clarity for developers and applicants;
 - help speed up the processing of applications;
 - provide a clearer framework for assessing requirements and for calculating contributions; and
 - play an important role in ensuring community and infrastructure needs are fulfilled as part of new development.
- 7.5 Planning Obligations normally relate to an aspect of a development that cannot be controlled by imposing a planning condition or by other statutory controls. They can serve various purposes including:
- Restricting the use of land
 - Requiring specific operations to be carried out, in, on, under or over the land
 - Requiring land to be used in a specific way

- Requiring a sum or sums to be paid to the Local Planning Authority on a specified date or dates, or periodically.

Circular 5/05

- 7.6 Circular 5/05 reiterates previous guidance that planning obligations should only be sought where they meet the following tests:

- (i) relevant to planning;
- (ii) necessary to make the proposed development acceptable in planning terms;
- (iii) directly related to the proposed development;
- (iv) fairly and reasonably related in scale and kind to the proposed development;
- and
- (v) reasonable in all other respects.

- 7.7 The Circular also provides guidance on provision for subsequent maintenance of facilities and on pooling developer contributions from planning obligations in cases where individual developments will have some impact but not sufficient to justify the need for a discrete piece of infrastructure.

Planning Policy Statement 1, Delivering Sustainable Development (2005)

- 7.8 PPS1 states that 'Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. It also states that 'Planning has a key role to play in the creation of sustainable communities: communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential.'

Consultation Feedback on Issues & Options (2007)

- 7.9 Issue eight of the Issues and Options Stage Core Strategy looked at how training opportunities can be encouraged so as to assist jobs and to have a lasting impact on the local economy. There was a very positive responses to question 33 which asked if the planning system should try to encourage training as a means of strengthening the economy.

Sustainability Appraisal on Issues & Options (2007)

- 7.10 Given that there were no options on facilitating development at the Issues and Options stage this policy was not considered within the Sustainability Appraisal. However this policy will now be assessed within the Sustainability Appraisal to consider the social, economic and environmental impacts that this policy could have.

Overall Justification in Selecting the Preferred Option

- 7.11 The Council's Preferred Option of the use of Section 106 Legal Agreements to secure developer contributions as a result of new developments is in line with national policy guidance as set out above and will enable the Local Authority to ensure that new developments contribute towards the infrastructure and facilities upon which they will place additional pressure.

CS3 Facilitating Development

The Borough Council will seek contributions from developers for the provision of additional works deemed to be required as a result of the development. The Borough Council will use supplementary planning documents to determine what contributions will be required as a result of the development. Contributions may be required for the following:

- Affordable housing.
- Open space, outdoor sport/recreation and play facilities.
- Built sport facilities.
- Highway infrastructure.
- Community facilities.
- Green infrastructure.
- Community safety.
- Training and employment.
- Public art.
- Housing market renewal.
- Flood protection.
- Public conveniences
- Neighbourhood management
- Renewable energy.

Any contributions will be secured by developers entering into a Legal Agreement (section 106) with the Borough Council.

The Planning Obligations SPD will provide further detail on what contributions will be required and to what level.

Community Facilities and Services

- 7.12 Community facilities including schools, community centres, libraries and health care facilities are vital to ensure communities are prosperous, sustainable, healthy, vibrant and safe. The provision of a range of community facilities is particularly important on large sites where whole new communities are being created. It is also important however, to ensure that the scale of existing facilities keep up with expanding populations through smaller incremental developments. The need for effective infrastructure planning is recognised within PPS12 which highlights that “the core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution”.
- 7.13 The network of public utility infrastructure which provides for developments such as sewers and telecommunications is also vital. Consideration will need to be given to how a new development will impact on surrounding and nearby areas which link into the same systems. Many areas of the town are currently at capacity in terms of the sewerage system and further developments which are linked into the system could consequently cause overflowing in some areas. The Borough Council will therefore ensure that the potential impacts of new developments are considered at an early stage and will require enhancements to the network where necessary.

Education Facilities

- 7.14 Educational provision is an integral part of new residential development and contributes towards achieving sustainable communities. Developments that are likely to generate an increased demand for school places will need to contribute towards expanding existing education facilities where the development is not of a sufficient size to require a new school.
- 7.15 Building Schools for the Future (BSF) is a 15 year government programme designed to renew and refurbish the country's secondary schools. The BSF programme is an opportunity to provide refurbished or modern purpose-built facilities with the right number of places, supported by the right staffing structures to deliver the national curriculum, extended schools, personalised learning and the 14-19 agenda.

Table 5: Hartlepool Schools in the BSF Programme

School Name	Activity	Expected Construction Start	Expected School Opening
Dyke House School	Major Remodel	September 2010	September 2012
Catcote Special School	Complete new build on new site	February 2011	September 2012
Manor College of Technology	Major new build with some remodelling	August 2011	September 2013
High Tunstall College of Science	Major new build with some remodelling	December 2011	January 2014
English Martyrs RC School & Sixth Form College	Remodelling / new build	October 2012	January 2015
Pupil Referral Unit	Significant Remodel	January 2015	September 2015
St Hild's School (ICT only)	Modifications to allow for the upgrade of ICT facilities.		

- 7.16 Given that these major changes to the secondary school resource are occurring over the Core Strategy period it is important for the implications of these proposals to be reflected within the Core Strategy.
- 7.17 Given the proposed development at Claxton, allocated under Policy CS5 of this Core Strategy, discussions will need to take place at an early stage in the planning process to ascertain whether it will be necessary to construct a new secondary school at this location or whether the above planned BSF improvements and recent reorganisation of the secondary school estate will be sufficient to support this urban extension to the town.
- 7.18 Detailed work is ongoing as part of the Primary Capital Programme (PCP) within Hartlepool which is looking at the future of all Primary Schools within Hartlepool. Public consultation has been at the heart of the development of the Primary Capital Programme.
- 7.19 It is anticipated that the PCP will be a 15 year programme, but unlike BSF, the funding is received in an incremental fashion. Hartlepool have received £8.4m in the first phase and this money will be used to build a new school at Jesmond Road with the surplus money being invested in the refurbishment of key aspects of Rossmere School. Other priority schools have been identified for further phases once funding is received these include Barnard Grove, Holy Trinity, St Aidans, St Cuthberts and West View.

- 7.20 For developments of 750 dwellings or more a primary school will normally be required on-site, subject to spare capacity in local schools. In cases where a school is to be provided on site, the developer will normally be expected to set aside sufficient land and to construct educational facilities to the Local Authority's design and specification at the developers' own costs.

Community Centres & Public Libraries

- 7.21 Public libraries and community centres provide a vital resource, backing up education provision; building a cohesive community and as such are important in residential developments.

Health Care Provision

- 7.22 The provision of vital healthcare facilities as part of new developments will be pivotal in ensuring sustainable and healthy communities. Facilities such as doctors, dentists and health clinics will be sought as part of any large residential or mixed use developments in the town (over 750 dwellings).
- 7.23 The Borough Council will ensure these types of critical community facilities are provided through Policy CS3, Facilitating Development.

Consultation Feedback on Issues & Options (2007)

- 7.24 There were no options proposed at the Issues and Options stage that specifically dealt with the subject of Community Facilities and Services.

Sustainability Appraisal on Issues & Options (2007)

- 7.25 Given that there were no options on community facilities and services at the Issues and Options stage this policy was not considered within the Sustainability Appraisal. However this policy will now be assessed within the reviewed Sustainability Appraisal to consider the social, economic and environmental impacts that this policy could have.

Overall Justification in Selecting the Preferred Option

- 7.26 The local authority has a duty to ensure that the residents of Hartlepool are provided with a range of quality community facilities which will meet their expectations both now and in the future. Any future developments that occur within Hartlepool must not unduly put pressure onto existing facilities and therefore it is critical that the provision of new community facilities and services to cope with the additional pressure of new development is considered at an early stage in any future development proposals.
- 7.27 The need to guard against increasing the flood risk and avoid putting additional pressure on vital infrastructure in any areas where development will occur in the future is also of great importance. This will be of particular importance in areas shown to be at risk of flooding within the Strategic Flood Risk Assessment (2009).

CS4 Community Facilities and Services

The Borough Council will seek to ensure that in accordance with the spatial vision of this plan, that everyone now and in the future has access to community facilities which meet people's educational, social, leisure and health needs.

When considering the provision of new and expanded community facilities, health facilities or schools, regard will be had to the following criteria:

- a) The contribution the facility makes to the regeneration of an area.
- b) The impact the new facility is likely to have on neighbouring residential areas.
- c) The infrastructure that such a facility will require.
- d) The size of the facility in relation to need.
- e) The need or scope to incorporate other related educational and community initiatives such as sport and recreational facilities within the proposed development would be appropriate.
- f) whether the design of the building incorporates sustainable construction methods to contribute towards lowering CO2 levels and ensure that maintenance and running costs are minimised.
- g) The accessibility of the facilities by a range of transport, including the adequacy of car and cycle parking provision and servicing arrangements with a travel plan in place in accordance with the Travel Plans and Transport Assessment SPD.
- h) facilities are accessible to the catchment that they are designed to serve, and a Travel Plan is prepared where necessary in line with the Travel Plans and Transport Assessments SPD.
- i) Conformity with Policy CS13.

8. HOUSING

New Housing Development

Introduction

- 8.1 The need for new housing development in the Borough is primarily driven by an increase in new household formation amongst the existing population, in-migration from adjoining Boroughs, the retention of young people and working age people bearing in mind the improvements and diversification of the local economy and the ongoing replacement of obsolete housing stock.
- 8.2 Over the next five years a large proportion of the additional dwellings could be accommodated on sites which benefit from existing planning permissions and/or are already earmarked for development, particularly at Victoria Harbour and the Marina. However it would not be prudent to solely rely on these identified sites to deliver housing in the next five years or subsequent years. There is a need to identify a large strategic housing site that can provide a phased housing supply over the next fifteen years with the capacity to make up any potential shortfall and to provide a range and choice of house densities, types and tenures.
- Consultation Feedback on Issues & Options (2007)**
- 8.3 Five options were proposed regarding new housing development in the Borough. These options included concentrating most new housing development in the key regeneration areas, giving priority to previously developed land, allowing western expansion of the town beyond existing limits, expanding the villages and allowing further development at Wynyard.
- 8.4 The following points were raised during the consultation period in response to the issues and options that were proposed:
- Development should be concentrated on the key regeneration areas in sustainable locations and on previously developed land.
 - Amenity greenspace should not be developed for new housing development.
 - Western or southern expansion would be a logical progression for new housing.
 - Villages should not be development further.
 - Further development at Wynyard could provide a better mix of housing and new community facilities.
 - Further development at Wynyard would require transport infrastructure improvements.
 - It is important to deliver a mix of houses on a variety of locations across the Borough.

Sustainability Appraisal on issues & Options (2007)

8.5 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:

- The limited key regeneration areas could restrict future development within Hartlepool, thus having a negative impact on the economy. However Brownfield sites have the potential to provide access to services and sustainable transport and protect the character of the urban area and the countryside and villages. It may also help to encourage new owner occupiers into existing communities improving the viability of local centres and boosting the local economy.
- Western expansion in the short to medium term would have a negative impact on the environment, especially on the countryside and associated habitats. Economically and socially effects of any western expansion would be minimal, however there would be potential to revitalise some of the deprived areas along the southern western boundary of the town and provide valuable new community facilities.
- Expansion of the villages would have a negative impact on the countryside and habitats around the villages. Economic and social impacts of expansion are limited, although socially it could help to provide more housing in areas where local people want to buy and continue to live.
- Further development at Wynyard is likely to have negative environmental impacts, especially in the short term. Economically expansion would probably have a positive impact as it would provide housing at the top end of the market, therefore providing for employers needs in terms of homes for their management and high earners. Socially however impacts of the option are slightly negative given that Wynyard at present only provides for the top end of the market.

Regional Spatial Strategy

8.6 The Regional Spatial Strategy (RSS) sets out a minimum provision of 6,730 net additions to the dwelling stock in Hartlepool over the period 2004-2021. Table 6 shows how the Borough has performed over the first five years of the RSS.

Table 6: Net Additional Dwellings Performance Against RSS Provision

	2004/5	2005/6	2006/7	2007/8	2008/9	Total
RSS Provision	390	390	390	390	390	1,950
Net Additional Dwellings	206	255	225	0	456	1,142
RSS Accordance	-184	-135	-165	-390	+66	-808

8.7 Table 6 clearly shows that the Borough has underperformed against the RSS target provision, only meeting and exceeding the target once which was last year. The existing outstanding 808 dwellings and any subsequent underperformance need to be taken into account over the remainder of the Core Strategy period.

8.8 The RSS sets out an indicative provision of 4,780 net additions to the dwelling stock in Hartlepool that should be made in the period 2009-2021, and provides a figure (395 dwellings) for later years after 2021. This equates to an overall indicative

provision of 5,965 net additional dwellings over the period of the Core Strategy (2009 -2024).

Table 7: RSS Net Additional Dwelling Provision

	2009 - 2014	2014 - 2019	2019 - 2024
RSS Provision from 2009	1,980	2,000	1,985
RSS Provision from 2004 (including underperformance)	2,315	2,335	2,119

- 8.9 Table 7 shows the required RSS provision and the amended provision bearing in mind previous underperformance in the RSS, distributed over the period of the Core Strategy. The amended RSS provision equates to an overall minimum provision of 6,769 net additional dwellings over the period of the Core Strategy (2009-2024).
- 8.10 The RSS states that by 2016 75% of all new housing should be provided on previously developed land. The Borough's maritime and industrial heritage has meant that there has historically been an almost continuous supply of previously developed land that has been suitable for new housing. These included the Marina, South Beach, Warrior Park and numerous Housing Market Renewal sites. Available previously developed land that is suitable for a wide mix of housing densities, types and tenures is diminishing as more are built out. The unavailability of Victoria Harbour for mixed-use development in the short term to medium term, which until recently formed a major part of the previous development strategy, compounds this problem. As a result there is not a ready supply of these previously developed and the vast majority of future sites will be on greenfield land.
- 8.11 The RSS states that previously developed land opportunities should be brought forward first, taking account of new previously developed land potential as identified in up-to-date Strategic Housing Land Availability Assessment. Suitable brownfield sites identified in the SJLAA will therefore be encouraged to be brought forward for development.

Evidence Base

Strategic Housing Land Availability Assessment (2009)

- 8.12 The Strategic Housing Land Availability Assessment (SHLAA) represents an evaluation of sites throughout the Borough which could be allocated for housing. These included a variety of sites of varying sizes within the urban area and also large strategic sites that have the ability to provide new housing over the next fifteen years.
- 8.13 The SHLAA looked at potential housing sites and assessed their suitability, availability and achievability to determine when an identified site is realistically expected to be developed. Based on this technical information preferred sites emerged, with a collection of sites making up a southwest urban extension that is the most favourable and sustainable option.

Future Housing Supply

- 8.14 The future supply of new housing in the Borough will come from a variety of sources phased over the Core Strategy period. Table 8 shows how the future housing supply will be distributed.

Table 8: Future Housing Supply Distribution

Housing Site Source	Approximate Additional Dwellings	Land Type	Dwelling Type
Existing Planning Permissions	2,100	Mixed	A mix of housing types
Urban SHLAA Sites	1,250	PDL	A mix of housing types
Claxton	2,200	GF	A mix of housing types
Brierton	300	GF	A mix of housing types
Quarry Farm	300	GF	A mix of housing types
Eaglesfield Road	250	GF	A mix of housing types
Upper Warren	150	GF	A mix of housing types
Wynyard Woods West	100	GF	Executive
Tunstall Farm	60	GF	Executive
Villages	40	GF	Village
Total Dwelling Delivery	6,750		

- 8.15 Apart from the existing planning permissions and the previously allocated Local Plan sites, all of the future urban redevelopment and infill sites and new strategic housing sites have been identified through the SHLAA process.

Table 8: Future Housing Supply Phasing

Years	Housing Supply Source	Additional Dwellings
2009 - 2014	Existing Planning Permissions	1,700
	Urban SHLAA Sites	500
	Sub Total Delivery	2,200
2014 - 2019	Existing Planning Permissions	400
	Claxton	1,000
	Eaglesfield Road	250
	Urban SHLAA Sites	550
	Wynyard Woods West	50
	Tunstall Farm	30
	Villages	25
	Sub Total Delivery	2,305
2019 - 2024	Claxton	1,200
	Quarry Farm	300
	Brierton	300
	Upper Warren	150
	Urban SHLAA Sites	200
	Tunstall Farm	30
	Wynyard Woods West	50

	Villages	15
	Sub Total Delivery	2,245
2009 - 2024	Total Dwelling Delivery	6,750

- 8.16 Table 8 shows how the housing sites will be phased over the Core Strategy period. Essentially the first five years delivery will come from existing planning permissions and sites identified in the SHLAA as being deliverable within five years. These sites will be focussed within the urban area and the majority will be on previously developed land. After the next five years and for the remainder of the Core Strategy period the bulk of delivery will switch to strategic sites on the edge of the urban area which will be predominantly on Greenfield sites, however it is anticipated that some urban sites will contribute to the delivery.
- 8.17 The housing delivery will be phased to take into account the projected changes in the housing market in the future. Bearing this in mind conservative delivery is projected for the first five years and a more ambitious delivery projected after the first five years as housing market conditions begin to be more favourable.

Overall Justification in Selecting the Preferred Option

- 8.18 The Borough Council's Preferred Option is to improve existing and create new sustainable residential communities throughout the Borough by providing a mix of housing sites that have the opportunity to provide a good quality housing mix of all types and tenures.

CS5 New Housing Development

New housing development will be provided by the development of existing commitments including existing planning permissions, previously allocated sites, windfalls and smaller sites identified in the Strategic Housing Land Availability Assessment.

Further housing land identified on the Key Diagram will be made available at the following strategic locations :

- **Claxton (Approx 2,200 dwellings)**
- **Brierton (Approx 300 Dwellings)**
- **Quarry Farm (Approx 300 dwellings)**
- **Eaglesfield Road (Approx 250 dwellings)**
- **Upper Warren (Approx 150 dwellings)**
- **Wynyard Woods West (Approx 100 dwellings)**
- **Tunstall Farm (Approx 60 dwellings)**
- **Villages (Approx 40 dwellings)**

All housing sites will provide for approximately 6,800 dwellings up to 2024, distributed over the following periods :

- **2009 – 2014 (440 annual net additional dwellings)**
- **2014 – 2019 (465 annual net additional dwellings)**

- **2019 – 2024 (450 annual net additional dwellings)**

The Borough Council will continually review the suitability, availability and deliverability of urban brownfield developed sites with a view to bringing those sites forward for housing development within the Core Strategy period.

Taking into consideration all the housing sites priority will be given to locating new housing on previously developed land and reusing and converting suitable buildings to aspire to the regional target of 75% for housing development on brownfield land.

Housing Mix

- 8.19 Balancing the supply and demand of housing to meet local aspirations is a key element of the Sustainable Community Strategy and the Housing Strategy in Hartlepool and is central to government policy in Planning Policy Statement 3 (PPS3) which highlights the need to provide a variety of housing in terms of tenure, price and mix of different households to develop sustainable communities.

Consultation Feedback on Issues & Options (2007)

- 8.20 Nine options were proposed with regard to how the future housing mix in the Borough should be approached. These options included letting the market decide on types of future housing, encouraging family and elderly housing, controlling the amount of flats in the town, providing more low density housing and the continuation of Housing Market Renewal schemes.
- 8.21 The following points were raised during the consultation period in response to the issues and options that were proposed:
- There was general support to address the issue of overprovision of flats.
 - There was general support for the provision of bungalows, family homes and elderly people's homes in line with the findings of the SHMAs.
 - HMR schemes will have a positive impact.
 - Wynyard, based on its demonstrable success in providing lower density executive housing should provide an element of the executive supply in the future.
 - Expansion at Middle Warren into Upper Warren could deliver a full and adequate mix of housing.
 - A full mix of housing could be provided to ensure that a genuinely sustainable community, integrated with prestige employment and community facilities, could be created at Wynyard.
 - Allowing the market to decide the type of housing to be provided is supported, using information from SHMAs. This will ensure that the provision of housing better reflects local market considerations.
 - New housing types and tenures should be informed by the Strategic Housing Market Assessment.
 - Anecdotal evidence of lack of housing variety in Owton area, lack of social housing and problems with private landlords.
 - Need to define locations and circumstances where the provision of lower densities is needed to provide for a better mix of dwellings.
 - Need more family homes to keep young families on the Headland.

Sustainability Appraisal on Issues & Options (2007)

- 8.22 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:
- It is unlikely that allowing the market to decide the type/tenure of housing provided on a development site will result in balanced housing provision.
 - Providing housing for families and the elderly would have positive social and economic benefits.

- Providing more high cost low density dwellings would benefit the town economically as it would retain and attract higher social economic groups which are important to the future success of the town's economy.
- Controlling the number of flats built in the town would have very limited economic or environmental impacts. Socially it is in line with evidence on apartments and flats that has emerged from the recent Strategic Housing Market Assessment.
- Expansion or development in the villages would have limited economic benefits. There may be some social benefits to creating more housing and addressing need but these benefits do not outweigh the environmental impacts that the option would create.
- There are strong economic, social and environmental benefits that can be achieved by continuing with further HMR schemes in the future.

Evidence Base

Hartlepool Strategic Housing Market Assessment (2007)

8.23 The HSHMA, completed in 2007, made the following observations:

- Market demand exceeds supply in most areas, with balanced provision most evident in the Fens, Greatham, Hart, Seaton and Throston wards.
- Given the potential scale of newbuild, new flat type development will easily offset the shortfalls evidenced and excess supply could result in under-occupation and market distortions.
- There are some pressures with demand exceeding supply, for instance for detached properties in wards including Brus, Foggy Furze and Owton; and for semi-detached properties in St. Hilda, Stranton and Dyke House wards and bungalows across the Borough.
- The demand for private rented accommodation is strong in many wards and given the restricted supply of social rented accommodation, the private rented sector is becoming an important provider of accommodation.
- 4.7% dwelling vacancy rate in the Borough.

Tees Valley Strategic Housing Market Assessment (2009)

8.24 The TVSHMA, completed in 2009, supported the housing need already identified in the Hartlepool SHMA and made further observations on the Tees Valley scale:

- That there needs to be a diversity of housing available for existing households, newly-forming households and in-migrants.
- Despite general market uplift, data still identifies weaker terraced housing markets in many areas of Tees Valley, including Hartlepool.
- The need to diversify the housing market offer to attract in-migrants is clearly evidenced, with a demand for larger houses particularly noted.
- The need and demand for executive housing was highlighted in the Tees Valley. Consultation with developers identified "pockets to the west of Hartlepool" as appropriate locations for new executive housing

Continuing Monitoring

8.25 The Borough Council monitors housing planning permissions, starts and completions and as a result has an accurate picture of the future housing supply at

any given time. The following information is pertinent to the issue of current and future housing mix:

- There are in excess of 2,000 unimplemented planning permissions and nearly 60% are for flats, many located at the Marina.
- Of the unimplemented planning permissions in the Borough only 2% are for bungalows.
- Only 16% of unimplemented planning permissions are on greenfield land, whereas 84% are on brownfield land.

8.26 Table 9 below illustrates the current and future housing mix in the Borough.

Table 9: Current and Future Housing Mix in the Borough of Hartlepool

House Type	Housing Stock (2007)	Housing Stock % (2007)	Existing Planning Permissions	Existing Planning Permissions	Future Housing Stock % Change
Detached House	5,616	14.3%	222	10.9%	-0.03%
Semi Detached House	11,506	29.3%	354	17.3%	-0.12%
Terraced House	14,530	37%	230	11.2%	-0.26%
Bungalow	3,495	8.9%	33	1.6%	-0.07%
Flat	3,848	9.8%	1,207	59%	+0.49%
Other	275	0.7%	0	0%	-0.01%

8.27 Table 9 shows that there is a comparative oversupply of terraced houses and a relative undersupply of bungalows in the Borough compared to the other house types. Looking at the current commitments consisting of unimplemented planning permissions they are heavily weighted in the provision of flats, and there is, again, an under provision of bungalows. As directed by the evidence of need in the Hartlepool and Tees Valley SHMA's the current commitments do not exclusively provide an appropriate housing mix to meet the needs of the Borough. Any future strategic housing developments must have an appropriate mix of housing to meet undersupply and to curb areas of oversupply.

Overall Justification in Selecting the Preferred Option

8.28 The Borough Council's Preferred Option is to create sustainable residential communities, throughout the Borough by providing a mix and balance of good quality housing of all types in line with the evidence from the Strategic Housing Market Assessments and ongoing monitoring.

CS6 Overall Housing Mix

The Borough Council will adopt a plan, monitor and manage approach to housing supply and mix in the Borough.

All new housing and/or the redevelopment of existing housing areas, including regeneration areas will be required to contribute to achieving an overall balanced housing stock that meets local needs and aspirations, both now and in the future.

The Council will seek to tackle the problem of the imbalance of supply and demand in the existing housing stock through co-ordinated programmes. Priority will be given to the housing regeneration areas in the central area of the town.

Given the current oversupply, there will be a general presumption against the development of further flats and apartments, unless they cater for a specific identified need to help support the objectives of key regeneration areas.

In most parts of the Borough a minimum density of 30 dwellings per hectare will be required, however in highly sustainable locations higher densities may be appropriate.

New strategic housing areas identified on the Key Diagram will be required to provide a suitable range and mix of house types which are appropriate to their locations and local needs as follows:

- **Claxton**
A full range of housing types and tenures should be provided with an emphasis on family homes and bungalows.
- **Brierton**
A range of housing types and tenures should be provided. There will be an emphasis on family homes and bungalows, with the presumption against flats.
- **Quarry Farm**
A range of housing types and tenures should be provided. There will be an emphasis on family homes and executive homes, with the presumption against flats.
- **Eaglesfield Road**
A range of housing types and tenures should be provided. There will be an emphasis on family homes and bungalows, with the presumption against flats.
- **Upper Warren**
A range of housing types and tenures should be provided. There will be an emphasis on family homes and executive homes, with the presumption against flats.

- **Wynyard Woods West**
Executive housing should be provided.
- **Tunstall Farm**
Executive housing should be provided.
- **Villages**
A range of housing tailored to the needs of the villages of Hart and Elwick will be provided.

On all new housing developments housing type and mix will be negotiated with developers using up-to-date evidence of housing needs and aspirations.

On the larger western extension sites and villages the specific site requirements will be detailed in additional SPDs.

Accommodating Gypsies and Travellers

- 8.29 The Hartlepool Housing Strategy 2006–2011 makes several references to Gypsies and Travellers and is included as one of the overarching aims of the strategy. The strategy concluded that Hartlepool is not situated on a main Travellers' route and that there is little evidence to support the need for a permanent site.
- 8.30 However, Circular 01/06 Planning for Gypsy and Traveller Caravan Sites states that the Core Strategy should set out criteria for the location of gypsy and traveller sites which will be used to guide the allocation of sites and to meet any unexpected demand. The Circular goes further to states that the criteria based policies must be fair, reasonable, realistic and effective in delivering sites.

Consultation Feedback on Issues & Options (2007)

- 8.31 There were no options proposed at the Issues and Options stage that specifically dealt with the subject of Gypsies and Travellers. However due to the statutory obligations imposed by Circular 01/06 a Core Strategy policy has been included at this stage.

Sustainability Appraisal on Issues & Options (2007)

- 8.32 There were no options proposed at the Issues and Options stage that specifically dealt with the subject of Gypsies and Travellers. Therefore no options were appraised as part of the Sustainability Appraisal process however due to the statutory obligations imposed by Circular 01/06 a Core Strategy policy has to be included at this stage.

Evidence Base

Tees Valley Gypsy and Traveller Accommodation Needs Assessment (2009)

- 8.33 The assessment completed in 2009 was done on a "where need arises" basis across the whole of the Tees Valley. Because of the historical uneven distribution of Gypsies and Travellers across the Tees Valley and Hartlepool's small Traveller population, the Borough has only need for 6 additional residential pitches to be provided up to 2026.

Overall Justification in Selecting the Preferred Option

- 8.34 The Council's Preferred Option is to provide for Gypsies and Travellers in the Borough where there is an identified need for additional pitches in line with the evidence from the Tees Valley Gypsy and Traveller Accommodation Needs Assessment.

CS7 Providing for Gypsies and Travellers

Proposals for the provision of Gypsy and Traveller sites will be approved where there is no significant detrimental effect on the amenity of the occupiers of adjoining or nearby properties and providing that:

- There is adequate access to the site and provision for parking, turning and servicing within the site.
- The site is accessible to facilities including schools, medical facilities and shops.
- The site is neither subject to unacceptable pollution by reason of noise, dust, fumes or smell, nor to potential nuisance or hazard created by existing or approved commercial or industrial activities.
- The site is adequately screened and landscaped.
- If required, the size of the site is large enough to accommodate separate residential and business uses and additional parking space for extra caravans, cars and lorries.

9. Strengthening the Local Economy

Employment Land

Introduction

- 9.1 Employment land in Hartlepool can generally be categorised as follows:
- Sub-regionally important Greenfield Key Employment Location close to the A19 corridor (Wynyard Business Park and North Burn).
 - A high quality site within the town at Queens Meadow Business Park.
 - Mixed use regeneration sites (Marina / Victoria Harbour)
 - General industrial sites within the Southern Business Zone.
 - Sites retained for port and port-related uses (part Victoria Harbour and North Seaton Channel).
 - A site for potentially polluting and hazardous industry (North Graythorp).
- 9.2 A key aim of regional and local policy is to increase levels of economic growth by increasing business start-up rates and the business stock; attracting more high value businesses and moving existing businesses up the value chain. Within Hartlepool, increasing value is to be pursued through the development of knowledge driven businesses, cultural industries and the electronic economy. Strategic sites such as Wynyard and Queens Meadow will underpin future economic growth in the Borough through the provision of modern, high quality business premises, whilst significant intervention is planned to improve the quality of premises in the Southern Business Zone.
- 9.3 Business start-up rates in Hartlepool are significantly higher than the regional average, leading to an expanding business base. This must be planned for through this Core Strategy DPD, which amongst other things will seek to address an appropriate provision of employment land and premises in the Borough.

Policy and Strategic Context

Regional Spatial Strategy (2008)

- 9.4 The RSS provides a framework for quantifying the 'appropriate provision' for employment land. The following policies guide the provision of employment land in the Borough:
- Policy 13 identifies Victoria Harbour in Hartlepool for a major mixed use regeneration project.
 - Policy 18 limits 345ha of employment land for Hartlepool comprising 210ha of General Employment Land and 135ha of Key Employment Locations.
 - Policy 20 identifies Wynyard as a Key Employment Location consisting of approximately 200ha split between Hartlepool and Stockton-on-Tees.
 - Policy 22 states that land should be safeguarded for port operational uses.
 - Policy 23 recommends that Hartlepool should safeguard 65ha for chemical and steel industries.

Consultation feedback on issues and options

- 9.5 Five representations were received and the following points regarding employment land were raised:

- General preference for allocating employment land in and around urban areas where there are safe and convenient modes of sustainable transport.
- In the event of further employment allocations, a Habitats Regulations Appropriate Assessment will need to be carried out on all new allocations to safeguard Sites of Nature Conservation Interest (SNCIs) in the Borough.
- Potential alternative uses of Wynyard and North Burn raise a concern; they will require a major investment to upgrade facilities.
- There is need to recognise and highlight the sub-regional importance of the Port area.
- Need to maintain and improve the connectivity of the Port with the marina.
- Important that the supply of employment land provides an adequate choice of sites for investors in terms of size, quality and location

Sustainability Appraisal on Issues and Options

9.6 The Sustainability Appraisal (SA) main findings relating to the proposed employment issues and options were:

- Making existing employment land more attractive for investment has strong economic linkages and benefits; also has environmental benefits to the actual areas and an improved image of the town to inward investors; this also results in more efficient use of current resources. There are marginal social benefits mainly due to tackling worklessness to promote social inclusion.
- Reducing the overall amount of employment land could have benefits both for the remaining employment areas and also for other alternative uses. However, there is need to audit employment land to assess suitability of sites for employment or for alternative uses.
- Continuing to use North Burn and Wynyard for employment use (B1, B2, and B8) is recommended since the sites both have good links to the A19 and A1. Wynyard in particular is of notable strategic importance and is set to attract major high class investment into the area resulting in economic growth. It is however important to note that both sites are in unsustainable locations given the physical separation from the main urban area/settlements (except from Wynyard residential settlement). Also important to note is that the sites are currently Greenfield and outside the limits to development therefore employment use is likely to lead to loss of the countryside and detrimental effects upon the natural environment in terms of views and vistas, waste generation and use of natural resources.
- Identifying additional employment land in the north of the Borough would have a significant effect upon the economy and give an opportunity to tackle deprivation by creating easy access to employment sites for the residents in the north of the Borough. It is unlikely that the provision of additional employment land in the north would protect or enhance the biodiversity of the natural environment and could potentially use natural resources. It is acknowledged that Oakesway Business Park is located within the north of the Borough but currently and historically has had vacant units. It therefore would be prudent to promote its usage in the short term so that it has full occupancy prior to allocation of additional employment land.
- Identifying more land for untidy uses in areas such as Graythorp will help meet existing and potential future demand contained in 'purpose built' sites.

Evidence Base

Employment Land Review (2009)

- 9.7 The Employment Land Review (ELR) indicates that there is an oversupply of industrial premises within Hartlepool (see Table 1), particularly with respect to larger factories.

Table 10: Available Employment Land

Land Use Type	Gross Area (ha)	Net Adjusted Area (ha)	RSS Maximum (ha)
General Employment Land	178.67	158.49	210
Key Employment* Locations	185.06	185.06	135
Restricted -port	29.31	29.31	-
Restricted – Chemical/steel	0	0	65
Total	393.04	372.86	

**No gross to Net adjustments have been applied to Key Employment Locations*

- 9.8 The study concluded that there is a potential over-supply of employment land across the Borough and recommended that the following sites (totalling 46.37 hectares) be de-allocated:
- Parts of Oakesway
 - Mixed use regeneration site at the Headland (adjacent to the Manor House)
 - East of Stranton (Anchor Mills)
 - Parts of Tees Bay Retail Park
 - Brenda Road East, Southern Part
 - Golden Flatts
 - Parts of Graythorp
 - Century Park (Former RHM Site)
- 9.9 The ELR emphasises the need for the renewal of the Borough's older industrial stock, which would see large redundant factories replaced with new, smaller, units. Values are insufficient to facilitate viable development and the public sector will therefore need to ensure a sufficient supply of clean, serviced sites to meet the requirements of the market.
- 9.10 The market for office premises within the Borough is concentrated in the Town Centre and at the Marina. Levels of new development are low. Subsidy is still required to deliver such schemes and can be achieved through gap funding or the development of mixed-use schemes to cross subsidise the office component. The regionally significant Wynyard site provides substantial capacity for further office development in Hartlepool.
- Southern Business Zone Study (2008)*
- 9.11 The SBZ consists of 15 separate industrial estates and business parks and covers an area of about 170 hectares in the south of the Borough. The SBZ study completed in 2008 made the following observations:

- The SBZ local economy is made up of relatively traditional industrial sectors with very few businesses found in the service sectors.
- Companies found in the SBZ have been located in the zone for a relatively long period of time with 13% being located there for more than 21 years.
- Six out of ten companies in the SBZ employ less than ten people.
- The SBZ business community are relatively confident about future levels of growth with many seeing their company expanding in the next five years.
- Larger companies are more confident about their future than their smaller counterparts in terms of turnover, employee numbers and profit levels.
- 13% of the SBZ business community want to relocate from their present premises but none wish to move out of Hartlepool.
- Key barriers to growth for companies in the SBZ relate to the size and configuration of their premises as well as a lack of labour with the right skills, growing costs and increased competition.

Tees Valley Minerals & Waste Core Strategy (2010)

- 9.12 The Joint Tees Valley Minerals and Waste Core Strategy and Site Allocations Development Plan Documents will set out strategic and detailed policies for meeting known and anticipated waste management requirements, provide policies to ensure the efficient use of resources, and to assist individual householders to contribute to the recovery and recycling of waste.

North and South Tees Industrial Development Framework (2009)

- 9.13 The North and South Tees Industrial Development Framework Project was commissioned by the Tees Valley Joint Strategy Unit (TVJSU) and its partners in December 2008. The study area, which includes some 9,000 hectares of land, is dominated by the lower reaches of the River Tees estuary. The most important elements of the framework are summarised below:
- There are enormous opportunities for the area to benefit from investment within the bulk chemicals, waste, energy, steel and advanced engineering sectors. In addition, the capture, transmission and storage of carbon dioxide from existing and future operations present both a means of managing emissions and a 'unique selling point' for the area.
 - The adopted strategy must protect and support existing manufacturing operations in addition to delivering investment in technologies of the future in the priority sectors above. Without the support for existing operations, future investment opportunities may be lost.
 - A team to lead the development and delivery of the strategy is required. Intense and sustained efforts to promote the area, attract target sectors and overcome constraints are the critical functions of the team.
 - The needs of future strategic projects such as improvement of physical infrastructure and services provision must be designed and delivered to help attract the sectors identified in (1) above.
 - Opportunities for private sector investment are inherently linked to effective public sector intervention as described in sections 1-4 above. The chances of continued industrial success for North South Tees will be greatly increased by immediate and simultaneous implementation of the proposals stated in 1-4 above. This will involve a new level of cooperation between all parts of the public and private sectors.

Local Economic Impact Scenarios Arising from Decommissioning and Potential New Build of Hartlepool Nuclear Power Station (2009)

- 9.14 The report was commissioned by Hartlepool Borough Council, Tees Valley Regeneration and the Hartlepool Economic Forum to undertake a socio-economic assessment that investigates, analyses and quantifies the impact associated with plausible scenarios for Hartlepool Nuclear Power Station in terms of generation, decommissioning and potential new build.
- 9.15 Hartlepool Power Station is due to close in 2014 at which point electricity generation will cease and decommissioning preparations commence. There is a high probability that the life of the station will be extended to 2024. With regard to decommissioning the report highlighted that:
- The process would cost approximately £1.1 billion in total, require approximately 320 staff for defuel and initial site clearance.
 - Safestore will require approximately 20 staff members and be followed by a “Safestore” period for at least 85 years to enable radioactive decay prior to dismantling along with full and final site clearance (around 2100) and will result in the land being available for other use in approximately 2117.
- 9.16 The report stated that a new nuclear power station would:
- Employ approximately 450 people over 70 years.
 - During construction require up to 3,000 staff (minimum 1,500) over a 5 year construction period that could result in a wage bill of £75m per year.
 - Government aspirations indicate construction commencing in 2013-2014 with the first reactors going online 5 to 6 years after this;
- 9.17 Of the scenarios considered for the Hartlepool site, economic benefits to the region would be greatest if power generation were extended and this combined with new nuclear build.

Overall Preferred Option

- 9.18 The Council's preferred option is to protect key employment sites and existing viable employment land from non-employment uses. Intervention measures will be taken to make existing employment land more attractive by provision of modern, high quality business premises and good transport links throughout the Borough.

CS11 Industrial and Business Development

A continuous and diverse supply of employment land to meet the needs of existing and future economic development requirements will be provided in appropriate locations according to the locational strategy set out in CS1. Approximately 210ha of General Employment Land will be provided at the following existing employment locations :

1. Queens Meadow.
2. Sovereign Park.
3. Park View West.
4. Oakesway Business Park.
5. Longhill / Sandgate.
6. Usworth Road.
7. Brenda Road East.
8. South Works.
9. Tofts Farm East/Hunter House.
10. Brenda Road West.
11. Graythorp Industrial Estate.
12. Graythorp Yard.
13. Zinc Works Road.

135 hectares at the Wynyard and North Burn Key Employment Location will be safeguarded for employment uses.

65 hectares of employment land will be safeguarded for 'restricted' employment land to accommodate the needs of ports, chemical and steel sectors at North Seaton Channel, Hartlepool Docks and the Southern Business Zone.

Land for a potential new power station is identified on the Key Diagram.

Areas at Sandgate and Longhill within the Southern Business Zone will continue to be identified for the location of bad neighbour uses.

The Tees Valley Joint Minerals and Waste DPDs identify a broad area of land within the southern part of the Southern Business Zone identified on the Key Diagram for large scale waste management facilities.

The Town Centre

Introduction

- 9.19 Hartlepool has a relatively self contained town centre serving the immediate local area and the adjoining areas of south east Durham and Billingham. The Town Centre is the main shopping, commercial, educational and social centre of Hartlepool, supporting Middleton Grange which is the third largest covered retail area in the North East.
- 9.20 Relatively close to the Middleton Grange Centre and within the Town Centre are the superstores of Morrisons and Asda with the more traditional shopping and leisure areas of York Road and Church Street. On the edge of the Town Centre are the Anchor and Highlight retail parks at the Marina along with other areas of Raby Road, West Victoria Road, Park Road West, York Road South, Stranton, Lynn Street and Mill House.

Consultation Feedback on Issues & Options (2007)

- 9.21 Five options were proposed regarding how the Town Centre should develop in the future. These options included concentrating new retailing in the centre, relaxing planning controls on retail development outside the centre, retaining vacant or underused sites for office, leisure and other uses, encouraging the provision of new housing and creating more public open space with and adjoining the Town Centre.
- 9.22 The following points were raised during the consultation period in response to the issues and options that were proposed:
- Hartlepool Town Centre is not attractive compared to others in the area. Must try and attract better quality retail outlets into the town centre.
 - No support for relaxing planning controls on retail development outside the Town Centre.
 - Major retail developments should be located in the Town centre as it has the most sustainable transport offer.
 - Consideration should be given to zoning the Town Centre in identifiable quarters each serving a distinct purpose.
 - Make car parking cheaper.
 - Encouragement to utilise upper storeys of commercial properties in innovative ways to strengthen the night time economy.
 - New housing units were developed within or adjoining the town centre with the inclusion of open space this will improve the overall quality of the town centre environment.
 - The football club should be retained at Mill House.
 - The built environment in the vicinity of the A689 should be more integrated with the rest of Hartlepool. Development of the Public realm either side needs to be attractive and innovative to create a sense of place rather than a barrier.

Sustainability Appraisal on Issues & Options (2007)

- 9.23 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:

- Concentrating new retailing in the shopping centre would have an overall positive effect. Economically it would lead to the development of a strong and sustainable town centre which would offer a wide range of shops to its users. The environmental benefits of this option are also considered to be positive given that it is locating a use that people travel to in an area well served by public transport. The option would also mean that new out of centre/town retail developments do not occur therefore helping to minimise emissions from car journeys to unsustainable locations. Social effects of the policy are not as strong but it is considered that there are some benefits such as access to small scale traders.
- Relaxing planning controls on retail development outside the Town Centre would lead to the creation of new retail businesses as well as the new jobs associated with them. However there is the potential that if out-of-centre locations were permitted to be developed for retail it could have a negative impact on the vitality and viability of the town centre. Environmentally it is considered that this option would have a major impact. Not only could it potentially lead to developments in the countryside but the increased levels of emissions that would result from out-of-centre retail locations would be very detrimental to the environment. The social impacts of this option are not considered to be as substantial as possible other impacts, however overall the option could be viewed as having a slight negative effect on issues such as social cohesion.
- Retaining vacant and/or underused sites along with providing new housing and new open space in the Town Centre have positive economic, environmental and social benefits.

Evidence Base

Hartlepool Retail Study (2009)

- 9.24 The Retail Study was undertaken by Drivers Jonas on behalf of Hartlepool Borough Council. The study demonstrates that retailing is a dynamic sector of the economy even during recession. However, developers and investors are now much more cautious of promoting retail development, particularly speculatively, and require greater certainty before investing.
- 9.25 The study raised a number of major concerns with regards to the town centre. There is a higher than average number of vacant units in the centre. The observed increase in the number of vacancies arising in Hartlepool's Primary Shopping Area (most notably Middleton Grange) is of particular concern. Over a ten year period, Hartlepool's standing has been down-graded and both South Shields and Stockton on Tees have overtaken Hartlepool in terms of their overall positioning in the Management Horizons Index.
- 9.26 It is estimated that there is a £40 million deficit in convenience goods expenditure and there is insufficient expenditure to justify further floorspace in the future. Even taking an ultra long term view with regard to comparison goods expenditure there is insufficient capacity for further comparison goods retail floorspace. As a result the study states that extreme caution should be exercised in permitting new floorspace outside the Town Centre.

Overall Justification in Selecting the Preferred Option

- 9.27 The Borough Council's Preferred Option is to ensure the vitality and viability of the town centre and that it is the sequentially preferable location for all new retail development and other town centre uses.

CS8 Town Centre Uses

The Borough Council will seek to support and protect the Town Centre as the primary location for retail, commercial and social activity. Developments outside the Town Centre which would undermine its vitality and viability will not be permitted.

The Town Centre as defined on the Key Diagram will be developed as the sequentially preferable location for retail, offices, leisure, entertainment, intensive sports facilities, arts, culture and tourism uses. The preferred location for shopping is the primary shopping area, as identified on the Key Diagram, within Hartlepool town Centre and then sequentially:

- **The wider town centre.**
- **The edge of Centre sites.**
- **The Marina.**
- **The local centres (subject to scale and function).**
- **Any other locations accessible by a choice of transport other than the private car.**

The re-use and where appropriate, redevelopment of vacant and/or underused buildings will be supported including their use for residential purposes.

New housing developments and the reuse of upper floors above existing commercial buildings, for residential purposes, will be encouraged.

General proposals for revitalisation and redevelopment within the Town Centre should, where possible provide for the overall appearance of the area, and development of improved public transport, pedestrian and cycleway facilities and networks. In addition, enhancements of existing or creation of new open spaces or public realm will be encouraged.

The Town Centre

KEY DIAGRAM 2



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DEPT. PLANNING & REGENERATION
HARTLEPOOL BOROUGH COUNCIL

Local Centres

Introduction

- 9.28 The Town Centre is the main shopping, commercial, educational and social centre of Hartlepool, however there are several local centres throughout the urban area that provide a valuable service to local residents.
- 9.29 Local centres include shopping parades and precincts providing a range of shops, facilities and services, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway, a launderette or a doctors surgery.

Consultation Feedback on Issues & Options (2007)

- 9.30 Three options were proposed with regard to further retail provision. These options included continuing to protect allocated local centres, allocate new local centres where necessary and proposals to set a limit on the number of hot food takeaways within local centres.
- 9.31 The following points were raised during the consultation period in response to the issues and options that were proposed:
- Lack of services at Wynyard is an issue to be addressed.
 - Council should review the role of local centres and consider the scope for new or replacement local centres.
 - Important to recognise that there is no “one size fits all” approach to local centre development.
 - Local centres should be proposed where no local facilities are present.
 - Where areas have a collection of independent shops and facilities these could be better incorporated as a local centre.
 - There is a perception that there is too many hot food takeaways and not enough variety of businesses.

Sustainability Appraisal on issues & Options (2007)

- 9.32 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:
- Many positive benefits to continue protecting the allocated local centres and to retain the current boundaries, especially social and economic.
 - Revisiting the local centre boundaries and potentially allocating new local centres where necessary have a number of benefits socially and environmentally.
 - Setting a limit on the number of hot food takeaways within local centres will have very few impacts but should help to protect the long term vitality and viability of the local centres.

Evidence Base

Hartlepool Retail Study (2009)

- 9.33 The Retail Study confirms that local centres across the Borough are all relatively small scale, the majority of which serve the basic shopping and service

requirements of the local residential areas with which they are associated. The centres appear in general terms to be functioning effectively at their level in the local retail hierarchy, although some to a lesser extent than others.

- 9.34 With regards to convenience and comparison goods expenditure, there is insufficient expenditure to justify further floorspace in the future. The study states that extreme caution should be exercised in permitting new floorspace outside of the local centres.

Continuing Monitoring

- 9.35 The Borough Council continually monitors the health, vitality and viability of the local centres in Hartlepool. Of concern resulting from this monitoring is the increasing numbers of hot food takeaways that are being granted permission in local centres.

Overall Justification in Selecting the Preferred Option

- 9.36 The Borough Council's Preferred Option is to ensure the vitality and viability of the Town Centre and that it is the primary location for all new retail development and other Town Centre uses.

CS9 Local Centres

The Borough Council will seek to protect and support the sustainability of existing local centres in recognition of the import service they provide to their local community. Developments outside the defined areas which would undermine local centre's vitality and viability will not be permitted.

Proposals for the development of shops, local services and food and drink premises will be approved within the local centres where there is no significant adverse effect on the amenities of the occupiers of adjoining neighbouring properties and/or the scale, function, character and appearance of the area is maintained. More detailed guidance will be given in a subsequent SPD.

The local centres are as follows:

- King Oswy Drive
- Brus Corner
- Northgate/Durham Street
- Northgate
- Catcote Road
- Brierton Lane
- Wynyard Road
- Owton Manor West
- Owton Manor East
- Fens
- Jutland Road
- Elizabeth Way
- Wiltshire Way
- Chatham Road
- Raby Road/Hart Lane

- **Murray Street**
- **Oxford Road**
- **Bell Vue**
- **Middle Warren**

Expanding Leisure and Tourism

- 9.37 Hartlepool has developed primarily because of its coastal location. Much of the coastline is important for its wildlife interest, but it is also an important asset in terms of providing opportunities for leisure and tourism. These opportunities include more active outdoor pastimes associated with the coast (sailing, windsurfing and land based pursuits such as fun parks and rides) and more passive outdoor pursuits including the quiet enjoyment of the natural environment.
- 9.38 The value of leisure and tourism in today's society cannot be underestimated. It plays an important role in health, the economy, social inclusion and in generating confidence in people. The provision of such facilities benefits residents and makes the area more attractive to visitors and investors.
- 9.39 Tourism and Leisure are intrinsically linked however, the sections below separate them to illustrate the wide range of both tourism and leisure activities that Hartlepool has to offer.

Tourism

- 9.40 Tourism has become an integral part of the economy – directly, in terms of providing jobs and indirectly, in terms of attracting visitors and spending into the town. In 2005, tourism expenditure was worth £43.6 million to the economy of Hartlepool. The town's assets include a range of attractions based on its maritime heritage and the Marina, its beaches at Seaton Carew, green tourism with its internationally important nature conservation areas, and its Christian/historic heritage particularly on the Headland. Building on the impact of previous Maritime Festivals the contribution which the Tall Ships event in 2010 will make to the local economy will be significant, not only in terms of the influx of expenditure, but in providing a showcase for the town and surroundings, and stimulating improved skills levels and business capacity in the service sector.
- 9.41 The marina area has also developed significantly over the past decade and will continue to be a major focus for tourism activity, anchored by Hartlepool's Maritime Experience, home of HMS Trincomalee and the wide range of restaurants available on Navigation Point and nearby accommodation complimenting the town centre offer. Opportunities to further enhance its attractiveness to potential investors and tourists will be a key priority of the local authority in the future. In this respect, the protection of waters within the marina complex is important for the continued attractiveness of the area for recreation in the form of water sports and coastal wildlife conservation. It is therefore important to retain and enhance access to the water and Marina.
- 9.42 Green Tourism is tourism relating to the natural world. The Borough Council is committed to promoting Green Tourism. Hartlepool has many assets, which can contribute to green tourism such as the ecological interest of the area (particularly bird watching, seals and wildlife). This is an area where there is much potential

which, if developed in a sensitive manner, can open up beautiful areas of coast to those who might otherwise not visit such areas.

- 9.43 Future major leisure and tourism developments in Hartlepool will be expected to locate within the town centre or the Marina. However there are two other areas in the town where such developments could be located depending upon their scale and nature:
- The Headland: appropriate for tourism-related projects related to its historic and cultural heritage;
 - Seaton Carew: appropriate for sea-side based recreational and leisure facilities
- 9.44 A key site suitable for tourism related development is identified on the seaward side of the front of Seaton Carew. Identified as Seaton Sands, the site comprises the former amusement park and car park, land behind Seaton Carew bus station and adjacent areas of underused land and buildings. The site is located within the core area of Seaton Carew, which is considered suitable for more intensive leisure and commercial facilities. It is considered that leisure and tourism developments at these sites would help to strengthen the Hartlepool offer and could bring significant economic and environmental benefits. A master plan is currently being prepared which will help to guide development of this area.
- 9.45 Hartlepool's "offer" to visitors is developed and promoted within the context of the Tees Valley Area Tourism Management Plan (the ATMaP), which has four priorities:
- Improving the physical product
 - Raising skills levels in the sector
 - Developing a high quality events programme
 - Promoting the Tees Valley brand
- 9.46 In "product" terms, Hartlepool contributes to the Tees Valley's coastal arc. The ATMaP indicates that "The key to maximising the impact of the Tees Valley's coastal stretch is the continuation of regeneration work creating a chain of distinctive settings to showcase our assets." For Hartlepool, priorities include the ongoing regeneration in the marina, town centre and Headland, to provide a unique environment for entertainment, heritage and watersports activities. Such work involves the full range of "place-shaping" activities, including enhancing connectivity, refreshing and adding to the existing portfolio of visitor attractions and the interpretation of tourism assets. The Seaton Carew area has an important supporting role, especially in relation to its nature conservation value, complementing the nearby Salholme RSPB site within Stockton-on-Tees: the priority there is in strengthening physical, marketing and functional links with Salholme as part of the wider nature-based tourism offer of the Tees Valley.

Leisure

- 9.47 Summerhill country park is a key recreational and leisure resource linking the town with the open countryside. The site provides a visitor centre, climbing facilities, cycling, horseriding, walking and other general countryside activities in a location readily accessible to the Hartlepool community as well as to visitors to the town. There may be opportunities to extend the range of facilities provided, although such

development would exclude motor sports and other noisy activities. As these are considered to be incompatible with the general nature of Summerhill.

- 9.48 As well as continued success of more traditional sports such as golf, rugby and football, noisy activities, including off-road motorised sports and clay pigeon shooting, are, however, becoming increasingly popular. There is evidence of some motor cyclists and similar users tend to use the beach and dunes and other large areas of open space within the town, which causes problems of disturbance and of damage to fragile areas, particularly the important wildlife areas along the coast. In order to lessen these problems, it is necessary to identify an area where noisy outdoor activities could be accommodated to minimise conflict with other uses. New proposals for potentially disturbing outdoor activities will need to be carefully considered in the context of their potential impact on adjacent land uses and occupiers of nearby properties
- 9.49 Indoor sports and leisure facilities include a wide variety of sporting, leisure, social, cultural and educational centres including sports halls, museum, cinemas and theatres.
- 9.50 Sports Halls: existing provision in the public sector is concentrated at Mill House Leisure Centre (swimming baths and multi-purpose leisure centre) in the central area of the town with smaller multi-use facilities at the Headland and Brierton and several smaller sports halls including Seaton Carew and Rossmere. A community run multi sports facility also exists at Belle Vue Sports Centre. The local authority is committed to the renovation and regeneration of Mill House and the surrounding area and investment will be directed towards ensuring that Mill House continues to be retained for recreational and leisure uses.
- 9.51 The Hartlepool Maritime Experience incorporates the Museum of Hartlepool, HMS Trincomalee, the Wingfield Castle and the formerly named Historic Quay. This facility is ideally located within the Marina and attracts large numbers of visitors. Christ Church has been converted in to the town's Art Gallery and Exhibition Centre and also houses the Tourist Information Centre. Other museum related visitor facilities are located at the Headland within St Hilda's Church and the Heugh Gun Battery.
- 9.52 Cinemas and Theatres: a six-screen, state of the art multiplex cinema is located at the Marina which is considered adequate for the town's needs. The Town Hall, within the town centre, has been converted and upgraded in recent years to provide a theatre which attracts national and local productions.
- 9.53 The night time economy is a crucial part of the leisure industry in Hartlepool, however it is recognised that these activities must be closely managed to minimise impacts on nearby residential areas. As such the local authority will continue to identify the Church Street mixed use area and the south western part of the Marina for uses which operate at times throughout the night and early morning such as bars, restaurants and nightclubs.

Consultation feedback on issues and options

- 9.54 A number of general comments were received in relation to leisure and tourism including comments that through focusing on issues of placemaking and regeneration there is the potential to lead to further demand for business and

longer-stay visitor accommodation. It was also recognised that the Regional Spatial Strategy states that major new tourist developments relating to the coast should be located in Hartlepool. However new tourist activity needs to be carefully managed in sensitive coastal locations so as not to have negative impacts on Special Protection Areas or other environmentally important areas.

- 9.55 Further representations showed there was most scope for enhancements around green tourism and the coast. This was in line to the responses to question 21 which asked whether the local authority should focus on a niche market. The coast and maritime history of the town were areas where it was considered that could be successfully enhanced in the future.
- 9.56 Within the consultation it was also highlighted that more should be done to highlight the proximity of Durham Tees Valley Airport and the opportunities linked with that in terms of accessibility to the area.

Sustainability Appraisal on Issues and Options

- 9.57 Consideration was given to how the leisure and tourism market should develop in the future. Looking at the possibility of focusing on the day visitor it was recognised that there would be positive economic, environmental and social benefits relating to this option in terms of investment in the town, possible improvements to the built environment and the related social benefits through the jobs and opportunities created by these new facilities.
- 9.58 With respect to the possibility of providing tourist accommodation to cater for longer visits to the town. Again the main benefits were economic in terms of creation of new jobs both directly and indirectly and also through the money that comes into the economy through enabling longer visits to the town. Environmental and social benefits of this option were considered to be limited.
- 9.59 The option which assessed focusing on a specific tourism market again highlighted a number of economic advantages as well as some environmental benefits around the built environment and also the linked social benefits in terms of improved liveability, participation and educational opportunities.

Overall Justification in Selecting the Preferred Option

- 9.60 Culture, tourism, sport and recreation businesses and creative industries employ nearly 10% of the Region's workforce, and contribute over £1bn per year to the regional economy. There has been considerable investment and growth in the sector. The tourism industry, for example, is witnessing an increase in visitor numbers. It is anticipated that this growth and development will continue.
- 9.61 Policy 16 of the Regional Spatial Strategy sets out the framework for developing new and improving existing tourism developments within the region. It recognises that there has been considerable investment and growth in the sector and that this growth is expected to continue.
- 9.62 The strength of the tourism and leisure market in Hartlepool and the various economic, social and environmental benefits it has have been illustrated above. It is considered critical that the Core Strategy puts in place the policy framework from which this sector will be able to develop further in the future, ensuring Hartlepool retains and develops its position as a regionally significant visitor destination.

CS10 Leisure and Tourism

The Borough Council will work with key partner organisations to continue to develop the tourism and leisure sectors within Hartlepool.

Major leisure and tourism developments which are likely to attract large numbers of visitors should be located within the following areas which are accessible by a choice of means of transport:

- Town Centre;
- The Marina;
- Seaton Carew; or
- The Headland

Provided that the vitality and viability of the town centre is not prejudiced and that the scale and nature of the development is appropriate to the role and character of these locations proposals for major leisure developments on sites elsewhere will only be approved where it has been demonstrated that all or part of the development cannot be accommodated on existing or potential sites in the above areas and provided that:

- The site lies within the urban fence, and
- The site is accessible by a choice of means of transport.

The Marina will continue to be developed as a major visitor attraction. The Borough Council will seek to protect the areas of water within the Marina from development, retaining the ambience and attraction of the marina development as a whole. Active water pursuits, such as water sports, should be located within the main water based recreational areas at the Marina and Seaton Carew.

Summerhill will continue to be developed as a focus for access to the countryside, nature conservation and informal recreational and leisure activities such as walking, cycling and climbing.

To support the tourism and leisure sector the Borough Council will continue to encourage the enhancement of existing tourist accommodation and also the development of further tourist accommodation within the key tourist areas of the Borough (The Town Centre, The Marina, The Headland and Seaton Carew). For developments in the rural area see Policy CS12.

The Borough Council will promote and encourage green tourism through the provision of facilities for the observation and interpretation of wildlife, habitats and the natural environment.

The development of land for noisy outdoor sports and leisure activities within the urban area will only be approved where:

- The site is not in close proximity to housing;
- There will be no significant detrimental effect on the amenities of occupiers or users of adjoining or nearby land or on the flora or fauna of designated

wildlife sites; and

- Measures are taken to minimise potential noise nuisance beyond the site boundaries.

Proposals for developments which will operate between midnight and 7am will be permitted only within the Church Street area, or within the southwest area of the Marina provided that:

- There will be no significant detrimental effect on the amenities of the occupiers of nearby properties by reason of noise and disturbance; and
- The overall appearance, function and character of these areas are not prejudiced.

The Rural Economy

- 9.63 The countryside of Hartlepool comprises about two thirds of the Borough's area although the population of the rural area is very small. The rural area is an important asset in terms of its impact on the local economy, the environment, eco systems and tourism. The rural area does provide some local employment which in turn helps to sustain other parts of the local economy such as village shops and other local services.
- 9.64 There are five villages in the borough, Hart, Dalton Piercy, Newton Bewley Elwick and Greatham. Whilst Elwick and Greatham have some amenities such as a shop and a school the other villages are somewhat lacking in basic facilities and an adequate bus service.
- 9.65 Whilst we need to protect the open countryside to ensure that the natural habitat and attractive nature of the countryside is not lost we also need to ensure there is a balance between protecting and enhancing the rural area and providing a socially, economically and sustainable environment for the rural residents. Some development may be acceptable within the rural area for example, farm diversification, employment provision and tourism accommodation to help support the rural economy and encourage sustainable communities providing they are of a suitable scale and nature.

Consultation Feedback on Issues and Options (2007)

- 9.66 Several options were suggested with regard to how the rural area's economy should be treated. The suggestions assessed the need to balance whether to expand the rural area or to contain it. The following issues were raised during the consultation process in response to the issues and options proposed:
- That there is a need to prevent the spread of employment uses in the countryside,
 - Villages need to be protected,
 - Employment should be relevant and in sympathy with the rural area so that money goes into the rural economy,
 - Sites to be developed should be confined to Brownfield sites,
 - Any sites should provide sustainable land management,
 - Diversification should be carried out through green tourism,
 - The countryside should have greater protection from new buildings so that the ones that are built should be of a good quality.

Sustainability Appraisal on Issues and Options (2007)

- 9.67 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:
- There is a possible conflict between diversifying the rural economy and preventing urban development expanding into the countryside. This may result in loss of rural open space and may be detrimental for future generations.
 - The consequences of diversifying the rural economy could be detrimental to nature conservation sites.

- Three other options including possible expansion of the villages, expansion west beyond existing limits to development and expansion at Wynyard all scored low in sustainability terms. Although housing in these locations would improve the housing market by providing more choice it may not enhance the quality and character of the townscape. These options would have a significant detrimental effect on the countryside and villages.
- The economic benefits of expanding the villages for housing are very limited. There may be some social benefits to creating more housing and addressing need and some merit in expanding the villages for this reason particularly where the expansion takes place on brownfield sites (ie south east of Greatham).

Overall Justification in Selecting the Preferred Option

9.68 The Council's Preferred Option is to protect rural areas, whilst allowing scope for limited sustainable economic growth.

CS12 The Rural Economy

The Borough Council will encourage activities in the countryside that help support the rural economy and encourage sustainable communities provided that they are of a scale and nature that is suitable to a rural location. The Borough Council will also seek to ensure that the open countryside is protected to ensure that its natural habitat and attractive nature are not lost in accordance with Policy CS15. Development resulting in the irreversible loss of the best and most versatile agricultural land will not be permitted unless other considerations apply.

Any development allowed in the countryside should be of a high quality design to ensure that new developments enhance the quality, character and distinctiveness of the villages, area and landscapes.

Any new visitor facility, employment or farm diversification should be relevant and in sympathy to the area providing sustainable land management and where possible re-using existing buildings.

Expansion of the villages will be limited to small sites at Elwick, Hart and Wynyard Woods West at which a range of housing will be tailored to meet the needs of the village therefore helping to safeguard and further support services that exist in the villages.

10. Environment

Introduction

10.1 The built environment has been split into three categories:

- New developments
- Derelict and Untidy Buildings and Sites
- The Historic Environment

New developments

10.2 Whilst many parts of Hartlepool have undergone a fundamental physical transformation as a result of concerted regeneration work since the early 1990's, the design quality of much of the new development within that regeneration has been inconsistent. In part that has reflected the prevailing economic climate of much of that period and a pattern of fragmented ownerships and developer interest which have made it difficult to secure high quality design solutions on a comprehensive scale.

10.3 There are now, however, very obvious opportunities within a suite of major capital projects within the Borough to produce exemplar projects, e.g. the ongoing remodelling of the Hartlepool Sixth Form and Further Education Colleges, the Building Schools for the Future programme affecting the Secondary Schools, the Primary Schools Capital Programme, the proposed Hospital at Wynyard and a range of new housing developments and mixed use schemes being promoted by the private sector, registered social landlords and the Council. More generally, there is increasing recognition of the commercial advantages in raising the design quality bar, as a result of work within such organisations as the Homes and Communities Agency and the Commission for Architecture and the Built Environment to promote the delivery of sustainable, high quality architecture and townscape. The Council for its part encourages pre-application discussion with developers and the development of robust design and access statements to seek to secure high design standards in new development, whilst its promotional work in seeking to attract further investment in the Central Area, housing market renewal areas and key parts of the Southern Business Zone stresses the need for high standards, e.g. by reference to the Code for Sustainable Homes and BREEAM standards.

Derelict and Untidy Buildings and Sites

10.4 The existence of derelict and untidy buildings and sites can have a hugely negative impact on the surrounding area, deterring investment and affecting peoples living environment. Hartlepool has a number of large disused buildings and abandoned sites most in prominent locations and in a poor state of repair. It is important to the regeneration of the urban fabric and image of Hartlepool that solutions are found to these sites and buildings. The Borough Council has for some time been actively pursuing and where possible supporting the owners of such buildings and sites in order to secure improvements and new uses and will continue to do so utilising its available planning powers where necessary.

The Historic Environment

10.5 There are eight Conservation Areas across the Borough and 200 buildings which are listed as being of architectural or historic interest. A number of these have

benefited from public sector investment in recent years in recognition of their value and importance.

- 10.6 A high standard of design is expected for any development in these areas in order to enhance their character and appearance and great care will be taken to ensure that unsympathetic design and incompatible changes of use do not occur. It is important that conservation areas and listed buildings are protected as they emphasise local character and sense of place. Buildings of Local Interest do not have statutory protection but their inclusion within the borough is important to the character and sense of place for Hartlepool and every effort should be made to retain or enhance them.

Consultation Feedback on Issues and Options (2007)

- 10.7 The following points were raised:

- Respondents considered it vital to set higher aspirations for the quality of our built environment and ensure new developments enhance local distinctiveness.
- Many respondents suggested that HBC have a Borough wide design guide for all types of development.
- It was stated that Parish Plans, and Conservation Area Appraisals, concept statements and master plans could all be used to help raise design standards.
- It was suggested that development is constructed in line with residents aspirations.
- The majority of respondents thought that Conservation Areas are not adequately protected that there is Scope for enhancing Conservation Areas and any policies need to be strongly enforced.
- Some respondents consider that it would be beneficial to allocate further Conservation Area.
- Support was given to focusing on tackling disused buildings and abandoned sites.
- It was suggested that the general appearance of the area including local shopping parades should be improved to help make Hartlepool more attractive.
- It was stated that the main entrances for Hartlepool need improving
- Reference was made to the Industrial estates, and the need for environmental improvements to enhance their appearance.

Sustainability Appraisal on Issues and Options (2007)

- 10.8 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:

- Better quality development is likely to attract inward investment and help the economy to grow.
- High standards of design can contribute to improved safety and security and reduce fear of crime if 'secured by design' principles are incorporated into design.
- Better designed housing schemes will create a sense of place and will ensure that Hartlepool is a place that people want to live.

- A better quality built and natural environment would be ensured through the delivery of this option.
- Design guidance could lead to better quality of development throughout the town and would benefit future generations by building attractive, well designed and sustainable buildings and facilities throughout the town.
- Design guidance could help mitigate against climate change if renewable energy policies are included.
- Living within a community with a clear and explicit commitment to protecting and enhancing the environment is likely to engender a strong sense of place and foster stronger community engagement.
- Design guide could encourage the development of new start business in renewable energy and encourage additional inward investment. Conversely, as Hartlepool based developers perhaps do not have well developed skills in this area; the policy could result in local companies losing out to larger non-local companies in construction contracts.
- Positive relationships are evident in that houses with high levels of renewables are often cheaper to run and will be more attractive to certain buyers.
- The cost associated with building in additional renewables might make them less attractive for investors and ultimately less affordable for future residents.
- By further enhancing and preserving the conservation areas it will act as a tourist attraction and thus boost the local economy.
- The potential for grant schemes to assist in the renovation and re-use of historic buildings within conservation areas will help to preserve the character of the conservation areas.
- The public display of historic buildings and sites i.e. Heugh Gun Battery, can provide learning experiences for the community.
- Further policies will help preserve the character of the conservation areas and give weight to decisions to resist inappropriate development.
- Any further Conservation Designations could potentially limit any new development that is required to enable access to good quality affordable homes.
- New conservation area designations should safeguard and potentially enhance the quality of the local built environment.
- Buildings of local interest can have a significant effect of 'sense of place' and by identifying 'priority buildings' this could lead to protection/preservation and ensure development takes place that is sympathetic beneficial to the character of an area.
- Re-use or redevelopment of unused buildings/sites could provide facilities for new businesses which could attract inward investment and have positive economic effects.
- Reduce barriers to access by improving countryside network where appropriate

Evidence Base

Conservation Area Appraisals

- 10.9 Conservation area appraisals are a means of assessing the key factors contributing to the appearance and character of existing and potential conservation areas, and local authorities are encouraged to undertake conservation area appraisals regularly. The elements of an area considered include such subjects as the

historical development of the area, any archaeological significance, the building materials used, the character of any open spaces, and the quality and relationship of buildings, trees and landscaping. Conservation Area appraisals are in place for Headland, Park and Grange, Visual Assessments have been agreed at Seaton Carew and Church Street and draft visual assessments are in place at Greatham, Elwick and Stranton.

Overall Preferred Option Justification

- 10.10 Development proposals will need to satisfy a set of general requirements which relate in varying degrees to the ultimate aim of improving the quality of life in Hartlepool.

CS13 BUILT ENVIRONMENT

High Quality and Sustainable Design of Developments

All proposals for development must be designed to the highest standard and must be designed to reduce CO2 emissions. All developments will be required to:

- Be of a high-quality design, take advantage of and enhance the distinctive features of the borough, its districts and neighbourhoods.
- Take account of the effect on the amenities of occupiers of adjoining or nearby properties.
- Have regard to the effect on highway safety and public rights of Way.
- Have regard to the adequacy of the infrastructure, including roads, the water supply system and the provision of surface and fowls main drainage.
- Have regard to the effect on existing trees, hedgerows and other landscape features.
- Have regard to archaeological remains and the historic environment.
- Have regard to adequate access and servicing arrangements and car parking facilities.
- Retain areas of open water, water courses and their margins;
- Enable access for all;
- Be developed in a way which minimises crime and the fear of crime.
- Contribute to place-making, be of a high quality, that contributes to a healthy, safe and sustainable environment, that promotes the city's transformation.
- Achieve a high standard of energy efficiency and make the best use of solar energy, passive heating and cooling, natural light and natural ventilation.
- Be designed to minimising water consumption and maximising water re-cycling.
- Be designing to provide life long building(s) that are flexible and allow a wide variety of possible future uses.
- Use locally sourced sustainable materials wherever possible and aim to minimising waste and promoting recycling, during both construction and occupation; and
- Achieve Code for Sustainable Homes Level 3 (or equivalent) as a minimum for all new developments of 5 dwellings or over and all non-residential developments over 500 sq m gross internal floorspace should achieve a

BREEAM (BRE Environmental Assessment Method) rating of very good (or equivalent) as a minimum.

The policy will mainly be implemented through the development control process. Developers will be required to submit a sustainability statement with a planning application, if the proposed development involves 5 or more dwellings or over 500 sq m of floorspace. This statement should show how the sustainability standards are to be achieved on the development. Further information and advice on how to design buildings and spaces sustainably will be provided in a Supplementary Planning Document.

Green Spaces

- 10.11 Open space forms an integral part of the urban fabric and contributes greatly to quality of life and desirable place to live and a more sustainable community. Providing the appropriate leisure and recreation facilities and sufficient open space contributes greatly to developing healthier lifestyles for Hartlepool residents. Greater access to open space and facilities can improve usage and quality of life. One of the greatest challenges facing Hartlepool is to create attractive places and environments that offer a quality of life that will encourage people to stay and will attract new investment. Provision of open space and recreation and leisure facilities are key elements within the Sustainable Community Strategy Environment and Culture and Leisure themes.
- 10.12 The green network in Hartlepool is made up of wildlife sites, land for recreational and leisure use and other 'green' areas including open space, cemeteries, parks etc. The provision of outdoor playing space within new developments and the retention and protection of green space in existing developments is an issue within Hartlepool as the need for housing sites grows, if green space is provided within/near housing it reduces the need for the private car therefore benefiting the environment. Protecting open space including areas such as allotments within Hartlepool to provide sustainable communities is also an important issue for the town as green areas remain an important environmental benefit for Hartlepool.
- 10.13 Attention needs to be given to the development of local facilities in sustainable locations and specifically an increase in open space provision for young people in areas of need. An open space assessment of Hartlepool is has been produced and identifies any deficiencies or surpluses in provision of open space within the town and provide a comprehensive assessment of the Borough's open space by addressing accessibility, quality and quantity. Supporting the delivery and provision of accessible recreational and leisure facilities can increase social cohesion and promote healthier lifestyles in the town.

Consultation Feedback on Issues & Options (2007)

- 10.14 Four options were proposed with regard to how open space and recreation and leisure sites and facilities should develop in the future. These options included strengthening policies designed to protect open space, deciding upon space depending on local need, introducing a requirement for open space in new developments and identifying new sites for recreation and leisure facilities where needed.
- 10.15 The following matters were raised during the consultation period in response to issues and options:
- Strong support for enhancing and retaining existing open space and leisure facilities.
 - Strong support for the idea that open spaces increase people's quality of life.
 - Improve facilities for children and elderly people.
 - Promote the use of all green space such as school playing fields.
 - That policies for green space must to be justified by strong evidence such as a needs assessment.
 - Provision should be more evenly spread across the town.
 - Existing open space should not be developed for any other purpose.

- Existing open space could be used for other uses if backed up by evidence on need in the local area.
- Retention and enhancements of existing allotments was well supported.

Sustainability Appraisal on Issues & Options (2007)

10.16 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:

- Open Space can provide pleasant environment and street scene for local residents. This option could however be inflexible and restrict development, therefore be detrimental to the local economy. Protecting this open space for future generations could however encourage healthier lifestyles and prevent over development of the urban area.
- Open Space provision based on provides a flexible approach to the provision of open space and facilities and would allow for negotiation with developers. Under-utilised sites could then be allocated for a different use, enhancing the local economy. Some areas of open space may be under-utilised but rich in Biodiversity, they may have aesthetic value and contribute to a sense of place, this should be protected.
- Environmentally and socially there are benefits to introducing a requirement for open space, however economically impacts are lesser although there are some benefits associated with an improved environment incorporating open space helping to make new developments within the town centre successful.
- In terms of identifying new sites for recreation and leisure there are some positive impacts in terms of health, economy, safety, liveability equity and futurity. However, consideration should be given to potential environmental impacts of this issue to ensure sustainability.

Evidence Base

PPG17 Audit and Assessment Open Space, Sport and Recreation (2008)

10.17 This boroughwide audit is based on the three Neighbourhood Consultative Forum areas. The document provides comprehensive assessments of the following categories of open space:

- Urban parks and gardens
- Amenity greenspace
- Play areas
- Outdoor sport facilities (including schools where there is public access either formally or informally)
- Green corridors
- Natural and semi natural greenspaces
- Allotments
- Churchyards and cemeteries
- Common land
- Civic spaces

Table 11: Proposed standards and provision within the North, Central and South Neighbourhood Consultative Forum Areas

Category	Proposed Quantity Standard (ha./1000 pop)	North Provision	Central Provision	South Provision
Parks and Gardens	0.7	0.01	1.66	0.27
Natural & Semi-Natural	1.9	1.46	0.45	9.01
Amenity Greenspace	1.0	1.16	0.58	1.63
Allotments	26.1 plots per 1000 households	-147.3	41.1	105.7
Children's Play	0.2 – 0.3 ha per 1000 people	0.06	0.07	0.03
Churchyards and Cemeteries	0.47	0.72	0.54	0.07
Outdoor Sports facilities (playing pitches)	1.23	1.02	1.29	1.18

*Shaded Black – Provision levels below standard

*Shaded Grey – Provision levels above standard

Parks and Gardens

- 10.18 The study recommends that Hartlepool should set its quantity standard for parks and gardens at 0.7 hectares per 1000 population. Table 1 demonstrates the shortfall in the North and South Forum areas. The central forum area has by far the largest proportion of parks (88%), however this figure reflects the relative size of Summerhill compared to other sites. In terms of quality standards the assessments suggest that Ward Jackson Park should be the benchmark for other parks to meet.

Natural and Semi Natural Green Spaces

- 10.19 These are spaces which are defined as “land, water and geological features which have been naturally colonised by plants and animals and which are accessible on foot to a large number of residents.” In Hartlepool the provision of these spaces is 2.39 hectares of local nature reserves per 1000 population which is well above the suggested national levels of 1 hectare per 1000 population. However provision is heavily weighted to the south forum area. In quantity terms the study shows a deficit in both the central and northern area.

Green Corridors

- 10.20 The study identified 29 corridors within Hartlepool covering a total area of 98.2 hectares. It is suggested that the benchmark green corridor should be Rossmere Way. No provision standard is set in line with the guidance contained in the companion guide to PPG17.

Amenity Greenspace

- 10.21 This is open space whose primary purpose is to improve and enhance the appearance of the local environment. The minimum size of amenity greenspace should be 0.1 hectares – roughly the size of two tennis courts. Compared to the

above quantity standard there is an overall surplus of 5.97 hectares across Hartlepool with only the central area having a deficit (14.89 hectares).

Allotments

- 10.22 There are currently 22 allotment sites, including private provision, in Hartlepool with 1044 plots in total. Current provision equates to 26.1 plots per 1000 households compared to a National Society of Allotment and Leisure Gardeners target of 20/1000 households, compared to an average for England of 15 per 1000 households. In terms of plot provision the north has a deficit of 147.3 plots which is offset by over provision in the central and south areas.

Children's Play

- 10.23 Area provision in relation to total population is 0.05 hectares per 1000 population. The National Playing Field Association (NAPFA) standard for children's play is 0.2-0.3 hectares per 1000 population. The quantity standard generates a deficiency of 11.39 hectares of provision across Hartlepool. This comprises 4.56 hectares of equipped play space and 6.83 hectares of informal play space. There is a deficit in all three sub areas.

Churchyards and Cemeteries

- 10.24 These have an important role to play in the promotion of wildlife and biodiversity. An ongoing need for some 115 grave spaces per annum can therefore be projected. Churchyards and cemeteries also have an important role to play in the promotion of wildlife and biodiversity.

Civic Spaces

- 10.25 No provision standard is proposed however it is recognised that they play an important part in the urban design of areas attracted numbers of pedestrians.

Outdoor Sports Facilities

- 10.26 The overall provision within Hartlepool is 1.6 hectares per 1000 population. The NPFA promoted a standard of between 1.6 and 1.8 hectares/1000 population. When these recommended standards are applied there is a deficiency of 12.27 hectares across the Borough. This equates to a deficit of 8.49 hectares in the Central area and 5.06 hectares in the South area, with a small surplus of 0.88 hectares in the North.

Tees Valley Green Infrastructure Strategy (2008)

- 10.27 The Tees Valley Green Infrastructure Strategy provides a strategic approach to developing a network of green corridors and green places within the Tees Valley. The concept of green infrastructure offers a way of achieving closer links between environmental improvement and the major development projects proposed in Hartlepool and the wider Tees Valley. It can also provide an opportunity to adapt to climate change by influencing development and the use of land.
- 10.28 Green infrastructure planning involves the provision of strategically planned networks that link existing (and proposed) green spaces with green corridors running through urban, suburban, urban fringe, and rural areas. Through the maintenance, enhancement and extension of these networks multi-functional benefits can be realised for local communities, businesses, visitors and the environment.

10.29 the strategy's main strategic objectives in relation to this policy are:

- enhance the quality of place and environment for existing and future communities and potential investors;
- provide an enhanced environmental setting and context for new development, regeneration projects, and housing market renewal initiatives and produce schemes of high quality design;
- create and extend opportunities for access, recreation and enhancement of biodiversity, and
- provide a buffer against the effects of climate change.

Overall Justification in Selecting the Preferred Option

10.30 The Council's Preferred Option is to safeguard the green infrastructure of the Borough from inappropriate development and actively to improve the quantity and quality of parks, green corridors and recreation and leisure facilities across the Borough in line with the findings and recommendations from the PPG 17 Audit and Assessment and the strategic objectives of the Tees Valley Green Infrastructure Strategy.

CS 14 Green Spaces

The Borough Council will safeguard urban open space from inappropriate development and will work with partners actively to improve the quantity and quality of green infrastructure and recreation and leisure facilities throughout the Borough based on evidence of local need.

This will include:

- **Strategic Green Wedges**
- **Strategic Landscape areas, particularly the main transport approaches and the coastal margins.**
- **Parks and Civic Spaces**
- **Play Areas**
- **Sports pitches**
- **Other public open space identified in the PPG17 Assessment.**

The Borough Council will investigate the potential for improving access to green and open spaces with new cycleways and footpaths in conformity with policy CS16 Improving Connectivity.

The loss of green or open space that contributes to the network of Green Infrastructure will be strongly resisted. Green or open space will only be considered for other uses where it can be demonstrated that it no longer has any recreational, wildlife or amenity function, and where the local need has already been met elsewhere.

Where appropriate, SPD and masterplans will be prepared to provide more detailed guidance on the safeguarding and improving of green and recreational spaces.

Safeguarding and Enhancing the Natural Environment

- 10.31 Hartlepool has developed primarily because of its coastal location. Much of the coastline is important for its wildlife interest, but it is also an important asset in terms of providing opportunities for recreation and tourism. Hartlepool has wildlife sites of importance ranging from international to locally important designations.
- 10.32 Part of the Tees estuary and much of the coastline of Hartlepool are designated as Special Protection Areas and Ramsar sites, which are of international importance. Hartlepool has eight nationally important sites or Sites of Special Scientific Interest (SSSIs) located within the Borough and four located partially within the Borough. Currently there are six local nature reserves and 39 sites of nature conservation importance and 6 regionally important geographical and geomorphological sites.
- 10.33 The landscape character of Hartlepool's countryside is split between the East Durham Coastal Plateau to the north and the Tees Valley Lowland plain to the South. The Coastal Plateau has a gently undulated landscape with a relatively open character. At the very north of the Borough Thorpe Bulmer Dene cuts into the landscape from the coast. The lowland plain is broad low-lying and gently undulating farmland. The Tees Forest area covers much of the open landscape of the Borough.
- 10.34 Key components of the Green Network are the Green Wedges at How Beck Middle Warren, Summerhill/Burn Valley and Owton Manor which extend from the open countryside to the heart of the town. They provide convenient and extensive amenity open space and easy access to the countryside. The green wedges offer major opportunities for improving the overall environment of Hartlepool, for providing recreational, sporting and leisure uses and also for creating valuable links to wildlife.
- 10.35 The Core Strategy will continue to protect species protected by law and this will be underpinned by the Habitats Regulation Assessment and the Tees Valley Biodiversity Action Plan.
- 10.36 An issue that is becoming increasingly important for coastal settlements such as Hartlepool is "coastal squeeze". It is caused by a rise in sea levels and occurs when the coastal strip becomes narrower and is in effect squeezed between the sea and land. For Hartlepool it will have implications for flood defences, coastal erosion and effects on sites designated of international and national importance for biodiversity.

Consultation Feedback on Issues & Options (2008)

- 10.37 Five options were proposed suggesting ways to protect and improve the Borough's Natural Environment. These included actively looking to enhance our wildlife sites, expanding the Green Network to include new areas or allowing limited development within the Green Network, identifying a new green wedge or reduce the extent of the existing green wedges to accommodate new development.
- 10.38 The following points were raised during the consultation period in response to the issues and options that were proposed:
- Actively look to enhance our wildlife sites.

- Need to look at linking habitats and creating wildlife corridors.
- Encompass safeguarding as well as enhancing the environment
- Need to recognise the geological conservation importance of the Hartlepool coastline.
- Development should not be allowed in Green Network.
- Need to balance environmental protection whilst also facilitating development.
- Make reference to the landscape character and natural profile areas of the Borough.
- Countryside and green spaces are important for quality of life.

Sustainability Appraisal on Issues & Options (2007)

10.39 The main findings of the Sustainability Appraisal relating to the issues and options that were proposed are detailed below:

- Actively looking to enhance wildlife sites will have major environmental benefits and linkages to other SA objectives such as health, climate change and diversity. Also minor social benefits are envisaged and a neutral effect on the local economy.
- Expanding the Green Network reveals strong positive links with the environment with marginal social benefits and a neutral effect on economic outcomes.
- While there are some benefits to developing part of a Green Wedge (mainly economic), it would have a largely negative effect on the environment.
- Environmentally the option to identify a new green wedge would greatly benefit the town. There are few economic effects of this policy, however another green wedge would limit housing options which could be detrimental to the economy. Socially providing another green wedge is likely to lead to people having more recreation and leisure space and encouraging healthier lifestyles.
- The reduction of the extent of the existing green wedge to offer new development land is not considered an appropriate option in spite of the potential benefits of additional development land within the borough's limits to development to accommodate future development requirements. The loss of green wedge could potential bring detrimental effects upon health and well being.

Tees Valley Local Biodiversity Action Plan (1999)

10.40 The Tees Valley Local Biodiversity Action Plan is endorsed by the council as providing the future basis for decisions on nature conservation in the Borough. The plan highlights where action is necessary and enables the targeting of resources to conserve and enhance biodiversity through local partnerships.

Tees Forest Community Forestry Strategy (2000)

10.41 This strategy is primarily concerned with improving tree cover in the rural area and providing better quality and accessible countryside on the urban fringe. The Local Management Zone 1 provides a local strategy for the Hartlepool Rural Fringe.

Hartlepool Landscape Character Assessment (2000)

10.45 This landscape assessment represents a detailed analysis of the Hartlepool landscape, and provides a sound and reliable tool that can assist in the process of

well-informed decision making regarding new development or the enhancing the natural environment.

Overall Justification in Selecting the Preferred Option

- 10.46 The Council's Preferred Option is to protect and actively look to enhance Local Wildlife sites and Green Infrastructure throughout the Borough. The focus of this will be driven by the Tees Valley Green Infrastructure Strategy and Tees Valley Biodiversity plan.

CS15 Natural Environment

The Borough Council will look to protect and actively enhance the biodiversity and Green Infrastructure assets of the Borough. At the strategic level the Borough Council will seek to ensure that:

- 1. Any development proposals will need to demonstrate that there will be no adverse impact on the integrity of the Teesmouth and Cleveland Coast SPA and Ramsar site.**
- 2. Designated biodiversity and geodiversity sites will be protected and were appropriate enhanced and local nature reserves protected and positively managed.**
- 3. There is continued development and improvement of wildlife corridors through continued working with partners to create and develop an integrated network of natural habitats including the delivery of the Tees Forest Plan.**
- 4. Habitats will be created through new development to meet objectives of the Tees Valley Biodiversity Action Plan.**
- 5. Protection will be afforded to existing woodland of amenity and nature conservation value and in particular ancient semi natural woodland.**
- 6. Development will have regard to the increased risk of coastal squeeze and will consider measures to mitigate this.**

Where appropriate, SPDs will be prepared to provide more detailed guidance on the safeguarding and enhancing the borough's Natural Environment and Biodiversity.

11. TRANSPORT

Introduction

- 11.1 The development and implementation of transport policies for roads and public transport greatly influence development proposals relating to other major land uses such as industry, retail, housing and recreation. The need for an efficient sustainable transport network both locally and regionally is a key factor in the overall economy and environment of the town. These aspects are reflected in the Borough Council's Local Transport Plan (LTP) which sets out the local transport vision for the year 2021: *"Hartlepool will have a high quality, integrated and safe transport system that supports continued economic growth and regeneration. It will provide access to key services and facilities for all members of society..."*

Consultation Feedback on Issues & Options (2007)

- 11.2 There were a number of issues and questions within the Issues and Options Stage that were concerned with Transport and Connectivity. Issue 16 dealt with what improvements were made to the road network. General comments that were received on this related mainly to provision of car parking and how this needed to be managed alongside the provision of public transport and more sustainable modes of transport. Another general comment related to the potential to dual the A179 in areas where it is currently only single carriageway.
- 11.3 The concept of park and ride facilities in general received good support with respondents seeing possibilities for facilities to be developed at either the A689/A19 junction or Queens Meadow in the south. A facility at Middle Warren or Upper Warren was also suggested in the north of the town.
- 11.4 One issue which received a number of comments related to the possibility of a western by-pass / western link road. There were 10 comments received on this issue with 8 responses opposing such a proposal, mainly due to concerns over its environmental impact and the fact that the A19 is seen as a western by-pass. One response was in favour of this new road as it was considered that it would greatly benefit Catcote Road. The Highways Agency indicated that any such proposal would need early consultation given its likely impact on travel patterns on the A19 trunk road.
- 11.5 The use of travel plans to support new developments in the future was well supported and the benefits in terms of creating a more sustainable transport network were recognised.
- 11.6 Issue 17 at the Issues and Options Stage concentrated on a sustainable transport network. There was general support for improvements to public transport, cycle and footpath networks and responses suggesting that future developments need to be located in sustainable locations that are well served by public transport and are accessible. The use of bus lanes to improve the efficiency of public transport was suggested.
- 11.7 There was also very strong support for a Tees Valley Metro system and recognition that a new station at Greatham/Queens Meadow could be implemented as part of a park and ride scheme to improve the sustainability of the transport network.

- 11.8 There was a large response to where new cycle and footpaths should be provided with a number of respondents suggesting improved links with the villages to improve accessibility. There was support for a pedestrian bridge at Victoria Harbour to link the coastal route as well as proposals for routes along the western edge of the town, at the marina and in the south of the town to improve access to the industry and areas of biodiversity interest. Comment was also made suggesting that the actual quality of links (materials, signage etc) needs improving with facilities such as cycle storage at key facilities.

Sustainability Appraisal on Issues & Options (2007)

- 11.9 The introduction of sustainable transport measures such as any park and ride proposals have a positive impact in Environmental and Economic terms as well as providing for local people's transport needs. It would significantly reduce congestion within the town centre and help to improve local air quality, this would benefit local businesses and local tourism. However the areas needed for these facilities may be detrimental to the countryside or to the environment. It was recommended that the option should include the assessing of greenfield sites for their Biodiversity/Environmental assets for any greenfield sites proposed for this park and ride.
- 11.10 In terms of the reduction of town centre car parking to encourage more sustainable modes of transport, environmentally the option scores very well through helping to reduce emissions caused by cars. Economically however the impacts are unclear and to some extent are dependant on the sustainable modes of transport that are introduced and how reliable they are. It also has to be weighed up against potential negative impact on the viability of the town centre particularly whether this may encourage people to do their shopping and business elsewhere.
- 11.11 The option of a western by-pass scored well in terms of economic and transport benefits but it was identified that there would be major negative environmental impacts caused by the construction of such a route.
- 11.12 Proposals for improvements to the coastal walkway, including a pedestrian bridge at Victoria Harbour, were recognised as bringing significant benefits in terms of health, improvements to the environment and wellbeing. However it was noted that if the bridge is not implemented the full potential of this scheme will not be realised and this could impact significantly on the benefits gained.
- 11.13 Improvements to the sub-regional transport network through the creation of a Tees Valley Metro system would have a number of benefits. Environmentally it would create the opportunity for people to travel in a more sustainable manner. Economic benefits in improving access to jobs and having a more reliable transport network will help businesses to operate more efficiently. Socially benefits would include improving access to jobs and facilities by having a more reliable and efficient public transport system with new stations in the north and south of the town.

Overall Justification in Selecting the Preferred Option

- 11.14 The strategic context for the development of transportation policies and proposals in the Core Strategy is provided by a number of strategies and initiatives, principally:
- Regional Transport Strategy.
 - Regional Spatial Strategy.

- Regional Economic Strategy.
- Northern Way (Tees Valley City Region Development Plan).
- Hartlepool Local Transport Plan.

11.15 As illustrated in table One in 2007 there were 39.3% of households in Hartlepool with no car. This figure is well above the national average of 26.8% (England & Wales, 2007 ONS). Therefore, it is important that appropriate and accessible provision is made for modes of transport other than the private car. This includes public transport (bus and rail services) and personal transport (for cyclists and walkers).

11.16 Traffic congestion should be tackled by improving accessibility through the provision of effective alternatives to, rather than restricting, the use of the private car. Such improvements will enable people who do not have access to a car to get to the services and facilities that they need and provide those people do have a car with an alternative so that they can if they chose, reduce their dependence on it. Demand management measures should be continued that are consistent with the needs of the local economy and regeneration aims. These measures should include controlling car parking through availability and cost, promotion of smarter choices as well as influencing the location of future development to manage the demand for travel. Improved management of the existing highway network and road and junction improvements should also be used to unlock under-used capacity of existing road links and junctions.

Road Network

11.17 Hartlepool benefits from a road network which sees the town centre accessible by dual carriageway from both the north and the south, providing good links to the A19 and the A1 for people living, working or visiting the town.

11.18 Traffic flows have increased steadily over recent years, particularly on the principal road network and in urban areas. Congestion is now starting to be experienced in the town centre during peak hours where the network is operating near to capacity. This congestion is starting to affect the punctuality of bus services, the reliability of freight movement, the safety of pedestrians and cyclists and air quality.

11.19 Computer traffic modelling work has indicated significant future traffic growth with increased demand and distance for travel in line with Hartlepool's continued economic growth and regeneration. This would result in congestion affecting a much larger part of the borough's road network in the future. Left unchecked, this congestion could threaten Hartlepool's continued economic growth and prosperity, increase road danger and affect the environment and wider quality of life for communities.

11.20 Reducing congestion is at the heart of the Government's transport strategy. The Traffic Management Act 2004 imposes a duty on local traffic authorities to manage their networks to secure the expeditious movement of traffic (i.e. all road users) on their network, and to facilitate the same on the networks on others. The council recognises that it has a crucial role to play in managing or mitigating the impact of congestion at the local level to implement the network management duty.

11.21 One particular area of concern on the network is the A19 and A689 junction which, despite being outside of the local authority's boundary, is a pivotal point on the

network which all future major developments, especially in the south of the Borough, are likely to affect other junctions on the A689, serving Wynyard and Wolviston.

- 11.22 The creation of a major distributor road which would run along the western fringe of the town between the A689 in the south and the A179 may help to relieve traffic congestion in the longer term on the road network in Hartlepool, especially the A19/A689 junction and Catcote Road. Despite the impact that this new road will have on valuable farmland along the western fringe of the town, it would be in conformity with policies 7 and 49 of the Regional Spatial Strategy as it will help towards efficiency of movement along the A19 strategic transport corridor. Investigations into the requirement and feasibility of such a proposal will therefore be undertaken by the Borough Council in cooperation with the partners and the Highways Agency.
- 11.23 Other strategic road improvements which the local authority will look to implement if required include:
- 11.24 A19 Wolviston Second Access: The corridor for a second access to the Samsung development from the A19 Wolviston slip road (southbound) will be safeguarded. This will enable access to land for Phase 3 of the North Burn electronic components park.
- 11.25 B1277/A178 Brenda Road/Tees Road: A corridor of land continues to be identified along the B1277 Brenda Road and the section of the A178 between Brenda Road and Greatham Creek to allow for the future upgrading of this route in the long term should a Tees crossing prove viable. The development of the scheme will take close consideration of the internationally important wildlife sites within the surrounding environment.
- 11.26 A179 (Powlett Road) Improvement: The improvement of this section of the A179 to dual-carriageway would complete the upgrading of the whole stretch of the A179 in the inner urban area of Hartlepool out to the A19. Investigations into the feasibility and requirement of this scheme will be undertaken by the Borough Council prior to any improvement to the road being considered.

Rail Services

- 11.27 It is important that existing rail services are maintained and improved at Hartlepool and Seaton Carew stations ensuring adequate links to the regional and national networks. Rail will be one of the modes of transport which is likely to increase in popularity over the coming years given the rising cost of petrol and diesel and the rising congestion on the roads, and as such will play a significant role in the future of public transport.
- 11.28 Therefore, it is vital that frequency and reliability of services is of a high standard for Hartlepool. In collaboration with Network Rail and the train operating companies the Borough Council will work to improve and provide facilities to cater for this increased popularity. The improvements as part of the transport interchange within the centre of Hartlepool will help to make public transport more attractive and accessible and the Grand Central trains now provide a direct route to London.

11.29 Works as part of the Tees Valley Metro system will see investment in the Hartlepool rail network, helping to improve the quality of stations, services, facilities and the frequency of the trains. As part of the proposals it is envisaged that a new station at Queens Meadow will be investigated.

11.30 As part of possible long term future improvements to the rail network in Hartlepool, land will continue to be reserved for an extension of the railway line from the Seaton Snook branch line to Seal Sands. Development proposals which would impact on this route would be required to illustrate possible other routes which would be feasible to safeguard this long term aspiration.

Bus Networks

11.31 The Hartlepool Bus Strategy contained within the Local Transport Plan, has the following vision:

“To develop and maintain an integrated local bus network, ensuring that all residents can access the key services and facilities that they need and benefit from a choice of convenient, safe and attractive bus services, infrastructure and facilities.”

11.32 To achieve this vision, the key aims of the strategy are:

- To provide and maintain frequent, reliable and accessible high quality bus services in Hartlepool that meet user needs and expectations (*Service Delivery*)
- To create and maintain an environment with the right level of safety, information, affordability and customer care and that enables people in Hartlepool to take advantage of bus transport (*User Confidence*)
- To provide and maintain high quality infrastructure and schemes that are convenient and attractive to Hartlepool residents and service providers (*Infrastructure and Schemes*)

Green Networks

11.33 The creation of new networks of pedestrian and cycle links in the Borough is a key aspiration of the local authority. Over recent years a large amount of investment has aimed at providing a network of good quality coastal, rural and urban routes which inter-connect and offer a variety of options to users. It is recognised that having this network in place will not only benefit recreational users but will play an invaluable role in creating opportunities for sustainable ways of travelling to work.

11.34 These green transport networks play an important role in the generation of high quality green infrastructure in Hartlepool. At a sub-regional level the Tees Valley Green Infrastructure Strategy highlights key elements of existing green infrastructure and helps to illustrate where there are deficiencies in provision which need to be addressed. This information along with aspirations set out in the Local Transport Plan will help to focus future investment in Green Networks in Hartlepool.

CS16 IMPROVING CONNECTIVITY

The Council will work with key partner organisations, including the Highways Agency, Regional Transport Board and neighbouring authorities to deliver a sustainable transport network which whilst reducing the need to travel will:

- a) improve connectivity within and beyond Hartlepool, including:
 - i between Hartlepool and the wider Tees Valley;
 - ii with the Tyne and Wear city region;
 - iii with Durham Tees Valley Airport
- b) improve accessibility for all;
- c) facilitate and support the locational strategy identified in policy CS1;
- d) foster economic growth and inward investment;
- e) promote Hartlepool town centre as a strategic public transport hub through continued investment within and linking to the public transport interchange;
- f) improve the quality and reliability of the bus network;
- g) promote alternative modes of transport other than the private car;
- h) deliver significant improvements to the rail network; and
- i) contain an integrated network of cycle and pedestrian routes.

This will be achieved by a balanced package of highway and public transport improvements including:

- a) Subject to detailed technical and financial feasibility studies strategic road Improvements including:
 - i. A19 / A689 / Wynyard / Wolviston network capacity improvements;
 - ii. A new western distributor road;
 - iii. A19 Wolviston Access Road to North Burn
 - iv. B1277 / A178 Brenda Road – Tees Road, and
 - v. A179 Powlett Road Improvement.
- b) introduction of park and ride facilities;
- c) improvements to the pedestrian environment, in particular improved pedestrian links within the Central Area between Middleton Grange Shopping Centre, other parts of the town centre including Mill House, Church Street and the Marina and elsewhere in the urban area between schools and other community facilities.
- d) Continued development of the cycle network and associated facilities, with particular importance to the implementation and improvements to the following links:
 - i. Town Centre to North West Hartlepool;
 - ii. Town Centre to South East Hartlepool;
 - iii. Marina to the Headland including the long term aspiration of a bridge across the Harbour;
 - iv. The Marina to Seaton Carew and Greatham;
 - v. Greatham to Summerhill;

- vi. Sappers Corner to Wynyard;
- vii. Rural western fringe route; and
- viii. Graythorp to Greatham
- ix. Across the urban area between schools and community facilities.

- e) provision of new rail halts to serve strategic uses, facilities and developments such as Queens Meadow.
- f) Continued improvements to the rail network. Land will continue to be safeguarded for a possible extension of the railway line from the Seaton Snook branch line to Seal Sands.

New developments likely to have an impact on the transport network within the Borough may be required to produce transport assessments or travel plans. Planning Conditions or legally binding agreements will be used to secure any improvements necessary to the transport network as a result of a development. Such improvements may require financial contributions from developers.

Appendix A: Glossary of Terms

Term	Abbreviation	Definition
Affordability		A measure of what housing is affordable to certain groups of households.
Affordable Housing		Affordable housing is housing designed for those whose income generally deny them opportunity to purchase houses on the open market as a result of the difference between income and the market cost of housing.
Circular		Central Government guidance
Code for Sustainable Home		A national standard for sustainable design and construction of new homes.
Commencement of development		The date at which work begins on site.
Community Facilities		A facility that can be used by all members of the community i.e. community centre, phone box etc.
Community Strategy		Provides the planning framework for all services in Hartlepool, including the regeneration and neighbourhood renewal activity. Sets out a long term vision and details the principles and 7 priority aims necessary to achieve the vision and improve services.
Commuted Sum		A sum of money paid by a developer to the local authority to provide a service or a facility, rather than the developer providing it direct.
Design and Specification		provides precise and explicit information about the requirements for a development design.
Developer Contributions		Relate to the provision of those items outlined within the Section 106 Legal Agreement ie those things that the developer is required to provide.
Development Plan Document	DPD	A local development document in the local development framework which forms part of the statutory development plan. The core strategy, documents dealing with the allocation of land, action area plans and the proposals map are all development plan documents.
Economic Viability Assessment		A means by which to assess the profitability of a scheme.
Financial contribution		A cash specific amount of money paid to the local authority.
Green Infrastructure		Green infrastructure involves natural and managed green areas in both urban and rural settings. It involves the strategic connection of open green areas and provides multiple benefits for people.

Term	Abbreviation	Definition
Hartlepool Local Plan		A Local Plan is a statutory document containing all the planning policies and standards that will be used to determine planning applications received by the Development Control Section. The plan is also intended to highlight areas where the council is seeking to encourage new development within the borough.
Homes and Communities Agency	HCA	The Homes and Communities Agency is the national housing and regeneration delivery agency for England. Our role is to create thriving communities and affordable homes.
Housing Market Renewal	HMR	An area allocated for improvements to the housing stock either by demolition and rebuild or by refurbishment.
Infrastructure		Can be many things and includes roads, rail, pipelines etc or social provision such as schools.
Intermediate Tenure		This type of housing, also known as Shared Ownership or Shared Equity, enables people to privately buy a share of a property being sold and pay a subsidised rent on the remainder.
Landuse		The use that exists on a certain area of land, various land uses could be residential, agricultural, open space etc
Local Area Agreement	LAA	LAA's are a three year agreement, based on local Sustainable Community Strategies, that sets the priorities for a local area between the Council and other key partnerships.
Local Development Framework	LDF	The overarching term given to the collection of Local Development Documents which collectively will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of the area where this affects the development and use of land and buildings. The LDF also includes the Local Development Scheme, the statement of community involvement and the Annual Monitoring Report.
Local Highway Network		All the roads within the Borough, ranging from the A19 down to local roads within housing estates.
Local Transport Plan	LTP	Describes the long-term transport strategy for the borough and sets out a programme of improvements to address the identified local transport problems.
Maintenance		The repair and upkeep of a product.
Market Conditions		The prevailing performance of the economy across all sectors.
Masterplan		A detailed plan of the site and the type of development that would seek to be achieved for the whole site.
Off-site		An area not within the planning application boundary.

Term	Abbreviation	Definition
On-site		An area within the planning application boundary.
Open Market Value		The value of a product if advertised on the open market.
Open Space Assessment	OMV	An assessment of the quality and availability of open space within Hartlepool.
Pepper Potting		The principle of ensuring there is a spread of affordable housing throughout and overall development rather than all being provided in one specific area.
Piecemeal		Development that is carried out bit by bit.
Planning Condition		A requirement attached to a planning application to ensure that the development is of a high standard and to help mitigate against any implications an application may have. Conditions can relate to types of materials or assessments that may have to be carried out.
Planning Policy Guidance		Government documents providing policy and guidance on a range of planning issues such as housing, transport, conservation etc. PPGs are currently being replaced by Planning Policy Statements.
Planning Policy Statement		Planning Policy Statements Government documents replacing PPGs and designed to separate policy from wider guidance issues.
Planning Obligation		A legally binding agreement between the local planning authority and persons with an interest in a piece of land. Planning obligations are used to secure funds or works for significant and essential elements of a scheme to make it acceptable in planning terms. Planning obligations will have been set out in an agreement often known as a 'Section 106 Agreement' and may be used to prescribe the nature of development, to compensate for loss or damaged created by development or to mitigate a development's impact on surrounding built and natural environment. Circular 5/2005 sets out the national policy that regulates these agreements.
Pre-application		The stage referred to prior to submission of an application.
Regional Economic Strategy	RES	The Regional Economic Strategy (RES) sets out how we are going to deliver greater and sustainable prosperity to all of the people of the North East over the period to 2016. It seeks to provide the underpinning economic conditions necessary to achieve the region's vision.

Term	Abbreviation	Definition
Regional Spatial Strategy	RSS	Statutory regional planning policy forming part of the Development Plan and prepared by the regional planning body. The Local Development Framework must be in conformity with the RSS.
Registered Social Landlord's	RSL	Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.
Section 106 Legal Agreement		Legally binding agreement entered into between a developer and the Council.
Section 278 Agreement		Where a development requires works to be carried out on the existing adopted highway, an Agreement will need to be completed between the developer and the Council under Section 278 of the Highways Act 1980.
Social Rented		Housing that is rented to a tenant by a Registered Social Landlord.
Strategic Housing Market Assessment	SHMA	Identifies land for housing and assess the deliverability and developability of sites. Provides the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes.
Subsidy		A form of financial assistance paid to a business or economic sector.
Supplementary Note		Information which supports the development plan.
Supplementary Planning Document	SPD	A local development document providing further detail of policies in development plan documents or of saved local plan policies. They do not have development status.
Sustainability Appraisal	SA	Identifies and evaluates social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process. It incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive.
Sustainable		To maintain the vitality and strength of something over a period of time without harming the strength and vitality of anything else.
Sustainable Locations		A location that helps maintain the vitality and strength of something over a period of time without harming the strength and vitality of anything else.

Term	Abbreviation	Definition
Tees Valley		Stockton, Hartlepool, Middlebrough, Redcar and Cleveland and Darlington collectively known as the Tees valley
Tenure		Tenure refers to the arrangements under which the household occupies all or part of a housing unit.
Threshold		A value at which a contribution would be sought. For example if the threshold is 15 and a developer has a scheme for 15 houses they would be required to contribute.
Transfer Price		The discounted price at which a developer would transfer a property to a Registered Social Landlord.
Transport Assessment	TA	A Transport Assessment is a comprehensive and systematic process that sets out at an early stage transport issues relating to a proposed development and identifies what measures will be taken to deal with the anticipated transport impacts of the scheme.
Transport Statement	TS	A simplified or basic report in the form of a Transport Statement may be sufficient. A transport statement is appropriate when a proposed development is expected to generate relatively low numbers of trips or traffic flows and would have only a minor impact on transport.
Travel Plans		A Travel Plan is a package of measures to assist in managing the transport needs of an organisation. The main objective of a Travel Plan is to provide incentives for users of a development to reduce the need to travel alone by car to a site.

CABINET REPORT

25 January 2010



Report of: Director of Regeneration and Neighbourhoods

Subject: GROUNDWORKS

SUMMARY

1. PURPOSE OF REPORT

This report is to provide Members with updated information on a proposal to enter into a formal agreement with Groundwork North East to work in partnership with the Council in the delivery of pre-agreed regeneration activity in the Borough.

The report provides Members with a general overview of the Groundwork model, a regional perspective of the Trust, including governance and progress against schemes identified from discussions with Council Officers and community groups over the past year. The Officer Steering Group Progress Report is attached (**Appendix 1**).

2. SUMMARY OF CONTENTS

An overview of Groundworks undertaken with the North East and also within Hartlepool are provided together with an explanation of the governance arrangements.

3. RELEVANCE TO CABINET

Involves more than one Portfolio.

4. TYPE OF DECISION

Non Key

5. DECISION MAKING ROUTE

Cabinet

6. DECISION(S) REQUIRED

It is recommended that the Council enter into a Full Partnership with Groundwork North East.

Report of: Director of Regeneration and Neighbourhoods

Subject: GROUNDWORKS

1. PURPOSE OF REPORT

- 1.1 This report is to provide Members with updated information on a proposal to enter into a formal agreement with Groundwork North East to work in partnership with the Council in the delivery of pre-agreed regeneration activity in the Borough.
- 1.2 The report provides Members with a general overview of the Groundwork model, a regional perspective of the Trust, including governance and progress against schemes identified from discussions with Council Officers and community groups over the past year. The Officer Steering Group Progress Report is attached (**Appendix 1**).

2. BACKGROUND

- 2.1 Groundwork is a leading Federation of Charitable Trusts delivering environmental, social and economic regeneration in England, Wales and Northern Ireland. Each Groundwork Trust works with their partners to improve the quality of the local environment, the lives of local people and the success of local businesses in areas in need of investment and support.
- 2.2 Each Groundwork is a partnership between the public, private and voluntary sectors with its own Board of Trustees. The work of the Trusts is supported by the national and regional offices of Groundwork UK.
- 2.3 Groundwork works alongside communities, public bodies, private companies and other voluntary sector organisations to deliver programmes that bring about concurrent social, economic and environmental benefits.
- 2.4 Groundwork's vision is of a society made up of sustainable communities which are vibrant, healthy and safe, which respect the local and global environment and where individuals and enterprise prosper.
- 2.5 Groundwork nationally has a turnover of approximately £120m and employs around 2,000 staff. Groundwork is supported by the

Department of Communities and Local Government and other Government departments, Welsh Assembly, Northern Ireland Executive, Regional Development Agencies, European Union, Lottery, Private Sector and over 100 Local Authorities.

3. GROUNDWORK IN THE NORTH EAST

3.1 In the North East Groundwork is active in all sub regions of County Durham, Northumberland, Tees Valley and Tyne and Wear. Groundwork began working in the North East in 1986 in County Durham and on average now delivers over 600 projects across all four sub regions. July 2009 saw the merger of established Trusts in East Durham, West Durham, South Tees and Northumberland to form Groundwork North East. This merger into one large regional trust with a turnover in excess of £15m provides new opportunities for partners to influence and direct Groundwork activities at regional and national level.

3.2 Groundwork projects aim to deliver benefits :

- For People :
Creating opportunities for people to learn new skills and become more active citizens.
- For Places :
Delivering environmental improvements that create cleaner, safer and greener neighbourhoods.
- For Prosperity :
Helping businesses and individuals fulfil their potential.

3.3 Groundwork's approach is always to work with others to add value to wider plans and strategies and their role is to find ways of helping local people get practically involved in making decisions and managing improvements in their neighbourhood. Local programmes, services and staff resources are tailored to the needs of partners and communities in any given locality.

3.4 In the North East, staff teams generally include a mix of generic and more specialist officers supporting the development and delivery of a wide variety of projects and initiatives identified and agreed with partners. A brief overview of the staff teams and general activities include :

3.5 Community Team - made up of project officers who work with community groups and partners delivering all stages of project development and consultation. Examples of work includes education and heritage initiatives, sports development, "green" projects including developing community and school gardens and allotments, planning for

real type events, the production of strategies, desk top research and evaluation. The Team will also support groups in examining funding opportunities and preparing funding applications.

- 3.6 Landscape Team : made up of Landscape Architects, including a Graphic Designer, design and manage projects within a land programme. This includes working closely with the community team and being actively involved in community consultation and planning events. Projects range from small scale refurbishments of derelict sites to large scale environmental appraisals of villages, housing estates, key transport corridors and gateways, regenerating parks and large community green spaces, developing play, sport and recreation areas and environmental schemes linked to business parks and the natural environment. The team can also project manage the delivery of the schemes on site including the tendering process, contractor appointments and supervision.
- 3.7 Employment Team - specialising in employment and training advice, delivering a portfolio of bespoke employability programmes in partnership with the Learning and Skills Council, Job Centre Plus and members of the Local Strategic Partnership. Due to the size of many new employment programmes much of this work is commissioned on a regional/sub regional basis and necessitates developing and managing consortia bids.
- 3.8 Youth Team – dedicated youth teams offer flexible and tailor made provision to partners, be this in centre based sessions, outreach or detached youth work. All youth related services are underpinned with a commitment to quality through Investors in Children and Local Children's Boards.
- 3.9 Environmental Business Service – A new Environmental Business Service (EBS) team has been established in 2009. This team work with local businesses and partners to get "Carbon Down and Profits Up" through delivery of accredited and non accredited environmental benchmarking and performance assessment.
- 3.10 The Trust also has a dedicated central services team providing essential back office support across all aspects of Trust business including finance and audit, human resources, administration and I.T.
- 3.11 Members of the Senior Management Team network across the North East and are involved in many regional and local partnerships and working parties, including for example Local Strategic Partnerships and Strategic Health bodies, Education and Employment Forums. This facilitates general information sharing and may provide opportunities for identifying additional resources to be brought into an area.

- 3.12 As previously indicated, services and staff resources are tailored to the needs of partners and communities in any given locality and this is discussed and agreed in partnership with the Council.

4. GROUNDWORK IN HARTLEPOOL BACKGROUND

- 4.1 Options for establishing a formal Groundwork in Hartlepool partnership model is not a new concept, it's potential having been initially considered by the Council in 2005/06. At that time it was decided not to proceed with the partnership model proposed.
- 4.2 However, in the current climate of reducing resources, increased demands on staff and budgets and the need to find new and alternative solutions to meeting customer needs, on 14 November 2008 a report was presented to Cabinet to seek approval to enter into a Partial Partnership with Groundwork to be reviewed after 12 months to assess progress and examine further the potential to enter into a Full Partnership.
- 4.3 This timescale has also corresponded with and culminated in the formation of Groundwork North East.

5. GOVERNANCE

- 5.1 As indicated, the Council is currently engaged in a Partial Partnership with Groundwork. This provides no membership on the Tees Valley Advisory Board. Joint Council/Groundwork projects are discussed and agreed at an Officer Steering Group and Groundwork advises on its own projects being developed with partners. This arrangement enables work with the Council at a less strategic level. In this model Groundwork is more of an independent regeneration agent directed by other partners operating within the Borough.
- 5.2 Members are being requested to enter into a Full Partnership model. In this model the local authority becomes a 'Company Member' of Groundwork North East. This is a limited company committing members to the contribution of £1 in the case of a winding up. There is a commitment to an ongoing relationship through a three year strategic plan and annual business plan which would identify both Groundwork and potential local authority resources.
- 5.3 This relationship provides for the opportunity of a place for the Council on the Groundwork North East Tees Valley Advisory Board. The Board meets quarterly to offer scrutiny and overview against the business plan. A geographically focused working group can operate outside of the Strategic Board where Members, officers and partners have the opportunity to develop programmes of work for Hartlepool with a Groundwork Senior Manager.

- 5.4 This model serves the Trust well in their existing coverage and would be the preferred model for Hartlepool.

6. CONCLUSION

- 6.1 Groundwork North East has the resources and ability to deliver partnership working in Hartlepool and strongly believes can add significant value and bring additional resources to the partnership. A proposed programme for Groundwork in Hartlepool would develop in a targeted way, addressing deprivation through the delivery of sustainable environmental improvement projects which would protect and enhance the quality and local distinctiveness of Hartlepool's rural, urban and historic environment.
- 6.2 It is anticipated that over time the Trust will grow to meet more of the needs of the people of Hartlepool, this growth driven by a "bottom up" rather than "top down" approach to needs, facilitating increased partnership with the voluntary sector. During the early period, it is anticipated that stronger partnerships will emerge with key strategic and statutory bodies to ensure a coordinated approach to sustainable development that will lead to the improved health and well being of the Hartlepool community, the creation of safer, stronger and inclusive communities with opportunities for children, young people and adults to achieve their full potential and maximise their education and skills.
- 6.3 The key principle of Groundwork is that it meets local needs, which means detailed project descriptions can only be drawn up once there has been involvement of the communities and other local partners. It is strongly believed that Groundwork can support many key strategic objectives in Hartlepool to create and sustain liveable places, promoting sustainable lifestyles and social cohesion to match the ambition of all stakeholders.

7. RISK IMPLICATIONS

- 7.1 There are no risks associated with this proposed arrangement.

8. FINANCIAL CONSIDERATIONS

- 8.1 A commitment of £1.

5. RECOMMENDATIONS

- 5.1 It is recommended that the Council enter into a Full Partnership with Groundwork North East.

6. REASONS FOR RECOMMENDATIONS

To increase the Council's governance arrangements with Groundwork.

7. BACKGROUND PAPERS

Officer Steering Group Update report.

8. CONTACT OFFICER

Dave Stubbs
Director of Regeneration and Neighbourhoods

APPENDIX 1**Officer Steering Group Progress Report****1. INTRODUCTION**

- 1.1 In order to assess the initial impact of Groundwork in Hartlepool, an Officer Steering Group was established in 2008/09, Chaired by the Director of Regeneration and Neighbourhood Services, to ensure a coordinated approach to identifying and agreeing a list of potential projects and activities and a consistent line of internal and external communication.
- 1.2 Outlined below is a list of project activity, potential projects and ideas, together with Tees Valley initiatives discussed at Officer Steering Group in the previous year to illustrate the degree of joint working with the Council, partners and stakeholders.

2. PROJECTS/INITIATIVES 2009/10**2.1 Thorpe Street**

This environmental improvement scheme to the area at the top of Thorpe Street on the Headland involved Council Officers, the Headland NAP Forum, Housing Hartlepool, children from St Bega's Primary School and staff from Heerema. Groundwork produced ideas from specific work with children from St Bega's that was subsequently taken to wider community consultation. A feature of the scheme are two bespoke entrance arches produced by apprentices at Heerema. The cost of the project was £26k.

2.2 Jutland Road Play area

This project has involved a comprehensive community consultation to produce and agree a scheme proposal to improve an existing vandalised play area. This has included working very closely at all stages with the Home and Away Club. This site is also an identified site for Playbuilder resources and it is anticipated the cost of the scheme will be in the region of £90k.

2.3 Summerhill interpretation boards

This scheme is to support the design and implementation of interpretation boards and additional litter bins around Summerhill to add value to the visitor experience. Funding support of £10k is in place via Impetus Environmental Trust, with Groundwork to act as the 3rd party support. An artist has been engaged to produce potential designs for the boards and it is anticipated the scheme will be completed in Spring 2010.

APPENDIX 1**2.4 Greenstart in Hartlepool**

Groundwork are delivering a Greenstart programme at Hindpool Children's Centre. Greenstart is a programme of environmental outdoor education working with children aged 0-5 years and their parents. The cost of the programme is c£8,500 with Groundwork contributing £4,500 from a regional programme to deliver activity in 2009/10 matched with funds from Surestart.

Opportunities for continuing and extending Greenstart activity in 2010/11 are being examined.

2.5 Middleton Road Estate Housing Environmental Appraisal

Following a successful tender presentation, Groundwork was commissioned by Housing Hartlepool to develop a master plan for environmental improvements to Middleton Road estate which was produced following extensive consultation with residents. This c£250k scheme has been progressed through detailed design and tender and it is anticipated work will commence on site in January 2010.

As part of initial feasibility work, targeted consultation was completed with young people to consider their views on potential recreation space, particularly a site next to Brougham Primary school.

2.6 Burbank Commemorative Garden

Groundwork staff were asked to work with Burbank Residents Forum who were interested in creating a community garden on the Burbank Estate to celebrate the life and times of the "Old Town" community. The location for the scheme is on the corner of Hucklehoven Way and Mainsforth Terrace. Also engaged in the project have been a parent and toddler group, St Joseph's Primary School and Housing Hartlepool. A stage one application for funding from the Big Lottery Community Spaces programme has been successful, the stage two application is currently in progress. The estimated cost of the scheme is £42,000.

2.7 Central Estate Community Garden

Groundwork staff have worked with a steering group consisting of community representatives, Council officers, staff from Surestart and Housing Hartlepool to facilitate ideas for the creation of a community garden and wildlife area on a piece of land between Hindpool Children's Centre and the Phoenix Centre. Feasibility and sketch proposals are complete and a stage one application to Big Lottery Community Spaces programme for £50,000 has been successful. A stage two application is in progress and if successful this garden will compliment other initiatives currently proposed at this location including the development of a community café and a potential Playbuilder scheme. The estimated cost of the scheme is £76,000.

APPENDIX 1**2.8 Heritage Regeneration Project Manager**

Discussions between representatives of Groundwork North East (GNE), Cleveland Building Preservation Trust (CBPT) and Tees Valley Local Authority conservation staff have highlighted that there are many heritage buildings and assets across the North East in various ownership in need of repair and/or restoration which, if brought back into use, could impact positively on the regeneration of the neighbourhoods in which they are located as well as the wider city, borough and region. However, it has also been recognised that the capacity within the region from the public, private and voluntary sectors to enable and deliver sustainable heritage initiatives is limited, a situation which mirrors the national perspective.

In response to this an application has been developed and submitted to English Heritage to support the creation of a new post within Groundwork North East of Heritage Regeneration Project Manager. This new postholder will coordinate the development, planning and implementation of a programme of heritage regeneration activity across the Tees Valley, Groundwork North East working in partnership with Cleveland Building Preservation Trust and other partners and stakeholders as required. The estimated cost of this initial three year project is c£190k.

2.9 Hartlepool Environment Roundabout

Groundwork provided £3k sponsorship to the 10th anniversary three day Environment Roundabout in February 2009.

2.10 North Cemetery

A Groundwork Community Spaces facilitator is supporting the Friends of North Cemetery in their stage two grant application to the Community Spaces large grant pot for £99k

2.11 Tees Valley Green Infrastructure Strategy Officer

This post is to be “hosted” by Groundwork North East to work with all Tees Valley local authorities in support of the implementation of the Tees Valley Green Infrastructure Strategy. The post is being funded by the Forestry Commission, Natural England and the JSU.

2.12 Future Jobs Fund

Groundwork staff worked in partnership with all regional local authorities and delivery partners supporting bids to this new £1.2 billion initiative to fund local job creation schemes or training programmes for 18-24 year olds which was announced in the Budget. It aims to fund 150,000 temporary and socially useful jobs for young people across Britain for the next 2 years.

In Hartlepool, Groundwork supported the development of a bid with Neighbourhood Managers to create an additional green team.

APPENDIX 1

Groundwork UK was also successful with its own national submission to Future Jobs Fund and has a target to create 445 jobs across the region.

2.13 Friends of Spion Kop

Groundwork staff are working with the Friends of Spion Kop to firm up options and potential funding sources for environmental improvements at Spion Kop cemetery and nature reserve.

2.14 North Hartlepool Linear Park

Groundwork staff are currently looking into the potential to resurrect and progress the North Hartlepool Linear Park proposal. The previously produced feasibility study by Cass Associates will form the basis of this work.

2.15 Thornton Street

Following on from environmental improvements by the Council at this location, the potential for additional work to further enhance the area and engage residents is to be investigated by Groundwork.

2.16 Union House refurbishment

Following a meeting with staff at Headland Development Trust, it has been agreed that Groundwork will look at the potential to support environmental improvements to the rear of Union House as part of the overall development.

2.17 Potential for School environmental projects

Groundwork is to engage with and look at options to work with some individual schools on how some of their surplus land can be better utilised either for school initiatives or community/school projects. There is currently a great deal of interest in creating allotment/growing areas and nature gardens as this links to the sustainable schools agenda, healthy living, healthy eating and exercise. The main issue will be identifying potential funding resources.

2.18 Stonham – green project

Groundwork staff have been approached by Stonham on York Street to consider if there is any potential for working up a scheme for use of external space within the curtilage of their property.

2.19 Forest Schools initiative

Groundwork is taking a lead role in putting together an Access to Nature bid for c£350k for the development of Forest School Centres of Excellence across the region. Partners in the bid include the Wildlife Trust (Durham, Tees Valley and Northumberland), BTCV, Middlesbrough Council, Outdoor And Sustainable Education Services (OASES), CEED with support from the Forestry Commission,

APPENDIX 1

Woodland Trust and various Local Authorities. The funding will be used to employ a Regional Forest School Coordinator and the rest will be split between the different Local Authority areas for site development works and Forest School Delivery. Hartlepool is one of the LA areas that has been chosen to receive direct delivery from the Forest School Coordinator (along with Durham and North Tyneside).

2.20 Green Exercise North East

Opportunities are to be investigated with Health Partners to look at options for increasing and adding value to activity in Hartlepool which can link into this Tees Valley initiative which is funded via Big Lottery and Northern Rock.

2.21 Waverley Terrace allotment site

Ideas for Groundwork involvement in this site were investigated and presented to officers and representatives of Rift House East Residents Association. It was agreed to re-visit potential support in 2010.

3. NETWORKING**3.1 Neighbourhood Action Plan (NAP) Forums**

Groundwork staff have attended meetings of the various NAP Forums as requested and required to feed back on work in progress and discuss potential ideas for projects.

3.2 Pride in Hartlepool

Very good links have been established with the Pride in Hartlepool team to coordinate and discuss ideas/information on how we can support each other in developing projects and activity.

3.3 HVDA

Update meetings have been held with the Manager of HVDA to outline progress and activity of Groundwork in Hartlepool.

3.4 Hartlepool Environmental Partnership

Groundwork is a member of the Partnership and attend sub groups as required. Recently Groundwork gave a presentation at the Hartlepool Environment Partnership on their work supporting the Sustainable Schools Framework. This work would compliment and add value to the work already taking place with schools in Hartlepool.

3.5 Hartlepool Play Partnership

Groundwork is a member of the Hartlepool Play Partnership and is supporting the implementation of the Play Builder initiative.

APPENDIX 1**3.6 Durham Heritage Coast Partnership**

Groundwork is a member of the Durham Heritage Coast Partnership and provides regular feedback on its activities and proposals to the Hartlepool Officer Steering Group as the target area includes North Hartlepool.

3.7 Limestone Landscapes Partnership

Groundwork is a member of the Limestone Landscapes Partnership developing an action plan to deliver environment led projects and activities across a broad range of sectors within the boundary of the Durham magnesian limestone plateau (which includes North Hartlepool). The Partnership is currently preparing a scoping document to submit a bid for HLF resources to develop key interventions in the first stage, with a view to preparing a Landscape Conservation Action Plan (LCAP) as the main part of a second phase submission for a potential grant of up to £2m. Regular feedback is given at the Officer Steering Group.

3.8 Community Spaces Information

The Community Spaces programme, run by Groundwork UK, opened on 19 March 2008. It supports community groups who want to improve local green spaces such as play areas, community gardens, parks, wildlife areas and village greens, kick-about areas and pathway improvements.

A briefing session for Neighbourhood Managers was arranged with a Groundwork facilitator to discuss the programme and consider opportunities for funding bids.

3.9 Tees Valley Procurement

Discussions continue with Tees Valley Local Authorities regarding the development of a sub regional approach to procurement of Groundwork services. It was agreed that Darlington Borough Council would take forward this idea on behalf of the Tees Valley local authorities.

3.10 Middleton Grange Shopping Centre

Groundwork staff met with and offered advice to the shopping centre Manager regarding ideas and requirements for potential environmental systems, processes and procedures to support Middleton Grange Shopping Centre to improve their environmental performance.

GROUNDWORK NORTH EAST BOARD

- Two Councillors nominated from each of the four sub-regional sub-committees
- Two nominated by Groundwork UK

TEES VALLEY ADVISORY BOARD

- Five Councillors (one from each local authority)
- Six independent co-optees

LOCAL AUTHORITY STEERING GROUPS

- Membership and remit to be agreed by the individual local authority and Groundwork North East

- All of the above are maximum figures
- Groundwork North East is both a Company Limited by Guarantee and Registered Charity; members of its Board are therefore both Directors and Trustees.
- To be able to nominate to the Tees Valley Advisory Board, a local authority must be a Company Member of Groundwork North East.

CABINET REPORT

25 January 2010



Report of: Director of Regeneration and Neighbourhoods

Subject: CONSULTATION ON HBC OWNED SITES IN SEATON CAREW

SUMMARY

1. PURPOSE OF REPORT

The purpose of this report is to inform Cabinet of the results of the public consultation exercise held in March 2009 regarding the principles of development on three Council owned sites in Seaton Carew and propose the way forward.

2. SUMMARY OF CONTENTS

Three Council owned sites including land at Coronation Drive/Warrior Drive, land at Seaton Park and the current site of Seaton Carew Sports Hall and Community Centre have in the past been subject to enquires from developers interested in developing the sites.

In response to this, Cabinet agreed to a series of consultations to gauge local opinion on the principles of development on these specific sites.

The report presents the results of those consultations and a suggested way forward in the light of these and the current economic market conditions.

3. RELEVANCE TO CABINET

The sites and their current uses cover a range of Council functions and therefore various executive portfolios and policy areas including, regeneration, housing and community services.

4. TYPE OF DECISION

The decision is non key.

5. DECISION MAKING ROUTE

The decision will be made by Cabinet.

6. DECISION(S) REQUIRED

Cabinet is requested to:

- i) Note the results of the consultation exercise
- ii) Agree to market the sites when market conditions have improved and developer interest is likely to be more favourable.

Report of: Director of Regeneration and Neighbourhoods

Subject: CONSULTATION ON HBC OWNED SITES IN SEATON CAREW

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to inform Cabinet of the results of the public consultation exercise held in March 2009 regarding the principles of development on three HBC owned sites in Seaton Carew and propose the way forward.

2. BACKGROUND

- 2.1 Cabinet considered a previous report (22/01/08) and authorised officers to develop marketing particulars for three HBC owned sites in Seaton Carew and consult with local stakeholders and the public. This exercise covered three sites including land off Elizabeth Way that is currently occupied by Seaton Carew youth/community centre, sports hall and surrounding open space; Seaton Carew Park and library site and a site off Coronation Drive/Warrior Drive. (see site plan **appendices 1-3**). This was triggered by various unsolicited approaches from developers and officer discussions about options for utilising Council owned land at Seaton Carew to secure new housing development and community facilities. This would be done on the underlying principle that we should not suffer any loss of facilities without committed and agreed replacements. Prior to considering any approaches and marketing exercises it was felt that some public engagement should be carried out to help assess the principle of development on the sites. Any eventual developer selection would also be subject to an open marketing arrangement in line with existing Council standing order procedures.
- 2.2 A fourth site 'Seaton Sands' (comprising the car park, former fairground site and land behind Seaton bus station) was also included in the previous report to Cabinet but excluded from the consultation exercise. This site and the wider seafront area have been subject to a Coastal Strategy Study to explore the coastal defence requirements from Newburn Bridge to the mouth of the Tees. This area was not therefore included in the most recent consultation exercise as information was not known about exactly what coastal defences are required for this stretch of the Seaton coastline and how these defences are likely to be funded and implemented and over what time period. Until these issues are resolved it is premature to market or develop these particular Council owned sites. Separate consultation exercises have already been carried out regarding the Coastal Strategy study. Seaton Sands is also subject to a wider master planning exercise that

will support future bids for regeneration funding and investment opportunities.

- 2.3 The overall aim of the approach is to develop the three sites in such a way that the benefits to the Council and the residents of Seaton Carew can be fully maximized and meet their identified needs including sustainable community facilities and housing. The requirement to do something with these three sites is evidenced by the condition of the existing community assets within two of the three sites. Seaton Carew Library, Sports Hall and Youth/Community Centre buildings all have varying degrees of ongoing maintenance requirements and these are only likely to increase in the future. In addition to the maintenance requirements some of these facilities also fail to meet the current modern service expectations, due in part to the original design of the building.
- 2.4 Despite the shortcomings of the current community facilities, capital funding is unlikely to be available in the short or medium term to significantly upgrade or replace the facilities, in situ. It is likely that there will be a continuation of the existing programme of maintenance arrangements. A development arrangement incorporating all three sites that allowed the replacement of existing community facilities elsewhere in Seaton Carew funded by developing housing or other uses on existing sites would be one way to provide new and sustainable community facilities for Seaton Carew residents.
- 2.5 Considering the three sites together as a potential development package will also allow greater flexibility for potential developers and is more likely to deliver development that will meet Council and resident priorities. It will also increase the possibility of creating a more sustainable long term outcome for community facilities in Seaton by offering the opportunity to bring them together in one building, on one site. As well as offering a modern fit for purpose facility providing library, community and sports uses such an approach will bring added benefits of reduced future running and maintenance costs, associated with any prospective new development.
- 2.6 How the individual sites might be utilised and what uses would be acceptable on the three sites will be predominantly influenced by planning guidance and relevant land use policies. The Elizabeth Way site and the Coronation Drive/Warrior Drive site are adjacent to existing residential sites and therefore in planning terms it is probable that residential use would be acceptable. As with all new housing developments an element of affordable housing will be required in line with planning policy. The Seaton Park area is protected public space and therefore development would be limited to uses conducive to recreational or community use. This site would therefore be most suitable for any replacement community facilities. Any development would however need to be sensitively designed and located to protect and enhance the wider amenity of the Park and minimise loss of open space.

- 2.7 It will be important to retain flexibility with any approach to the sites especially during any future marketing exercise. Individual developers may have alternative development approaches that would meet the requirements of an agreed development brief. Utilising the sites as above or in an alternative combination of ways (acceptable in terms of planning policy) that still allowed the same outcomes would also be acceptable.

3. CONSULTATION

- 3.1 Information was made available and a number of drop in consultation sessions were carried out over a two week period. This gave people the opportunity to view information regarding the three sites and provide feedback about the principles of development on the various sites. The information presented explained the development approach to the sites (as described above) and suggested that a combined development approach may give greater flexibility regarding potential development options and offer a cumulative benefit greater than marketing the sites individually.
- 3.2 Residents attending the consultation exercise were also encouraged to complete a short questionnaire to record their views regarding the principles of development on the three sites. Those attending the consultation sessions were asked a number of site specific questions about the sites and given the opportunity to provide general written comments.
- 3.3. In total, 115 written responses were received through the consultation period. Respondents were asked to identify which site (if any) they overlooked or was nearest to them. The majority of the respondents (46) were from around the Coronation Drive/Warrior Drive site, 25 and 24 responses were received from residents around Seaton Park and Elizabeth Way sites, respectively.
- 3.4 The majority of respondents agreed when asked, that Seaton Carew would benefit from a new combined community facility to replace the existing facilities (community, sport and library facilities). When asked about the principles of development on the Coronation Drive/Warrior Drive site a small majority (52%) would be in favour of residential development. When the responses to this question are broken down, those respondents who overlooked or lived nearby the site were least in favour with only 34% saying they would support residential development in this area. Responses from residents around Seaton Park and Elizabeth Way and other areas were more relaxed about housing in this Coronation Drive area with 68% saying they would support residential development on this site. There were also significant written comments supporting answers to this question. These responses were mainly concerned with the type of housing that may be developed raising concerns about potential affordable homes and concern about the loss of open space near the seafront. Residents from nearby Lithgo Close were also concerned that if the site was developed for housing

then they would not like to see access to the site via existing residential streets.

- 3.5 Responses regarding the principle of residential development on the site at Elizabeth Way (currently the location of Seaton sports hall and community centre) if these were re-provided elsewhere in Seaton, was split with 50% for and against that suggestion.
- 3.6 57% of consultees responding to the question regarding the principle of locating a combined replacement community facility in Seaton Park, if the other two sites were developed for residential use, said they would have reservations about such a use. Additional written responses to this question showed that the main concerns regarding such a development would be the loss of green space in the park area, as a result of any physical development.
- 3.7 The level of detail provided for the consultation at this stage was limited as this is the first stage of a process focusing on the principle of development on these specific sites. If these areas are taken forward then further consultation exercises will need to be carried out as more detail is worked up by developers and the Council, which will give residents further opportunities to respond to any proposals. Indeed, many respondents during the consultation felt that it was difficult to comment or pass on views until there was more detail available about potential layouts etc of developments. Responses to the same questions therefore, may change as more detail becomes available and residents can see the likely effects that development may or may not have. The results of the consultation exercise will be made available in Seaton Carew Library.

4. SITES – CURRENT ISSUES

- 4.1 The aspiration to provide new improved sustainable community facilities for Seaton Carew and the preferred option of this being achieved through development of other Council owned sites will be dependent on suitable land values that will support such an approach.
- 4.2 The economic downturn has reduced the likelihood of being able to achieve the necessary levels of return required to make an approach such as this viable in the short term. The costs to a developer of delivering a combined community facility is likely to stifle significant interest from developers in the package of sites, in the current climate.
- 4.3 Given these particular circumstances and the need to ensure that the best possible values are realised that will enable the best possible outcome in terms of new improved facilities, it may be prudent to delay embarking on any marketing activity until land values and economic conditions have improved.

5. RECOMMENDATIONS

5.1 Cabinet is requested to:

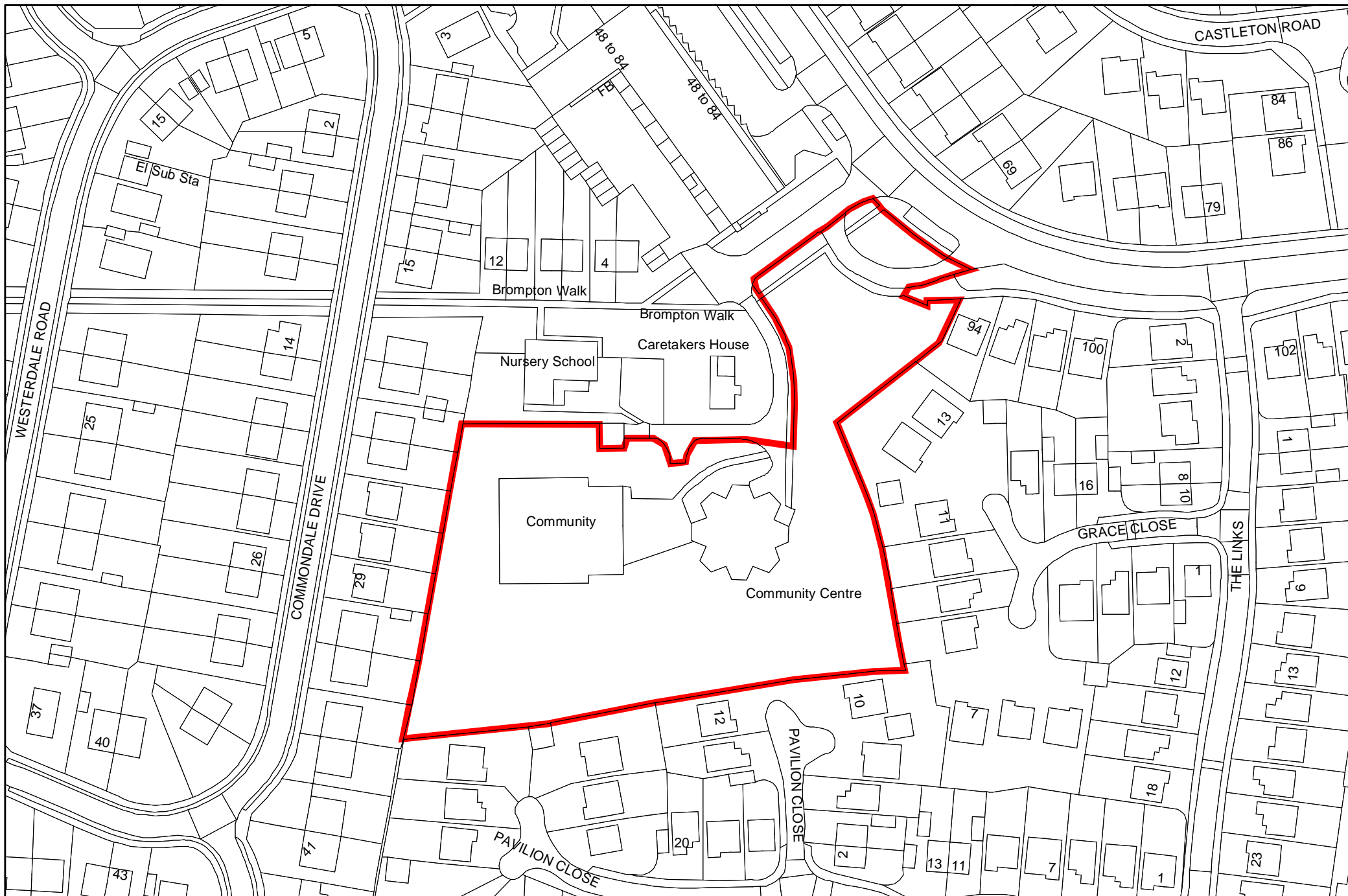
- i) Note the results of the consultation exercise
- ii) Agree to market the sites, when market conditions have improved and developer interest is likely to be more favourable.

6. CONTACT OFFICER

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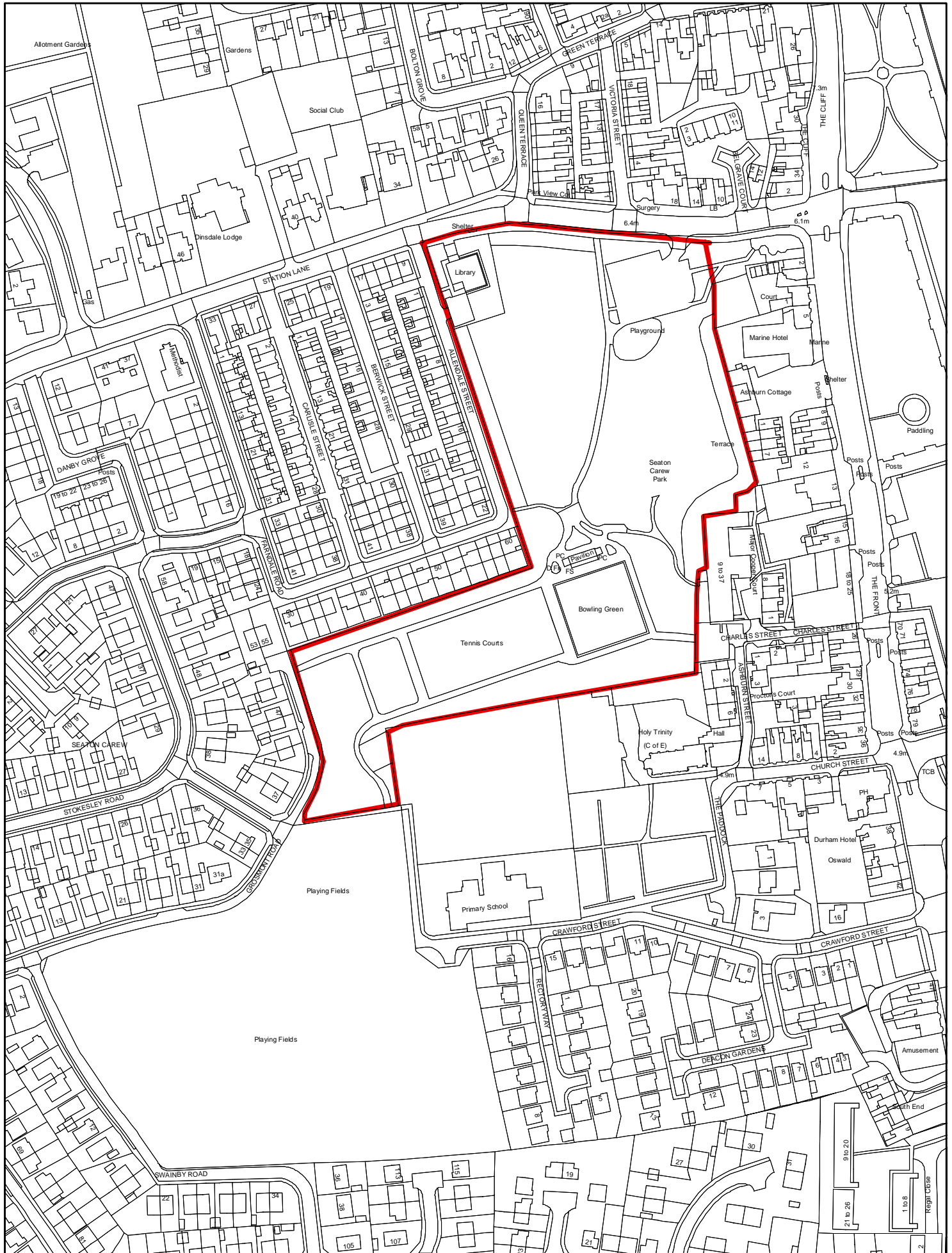


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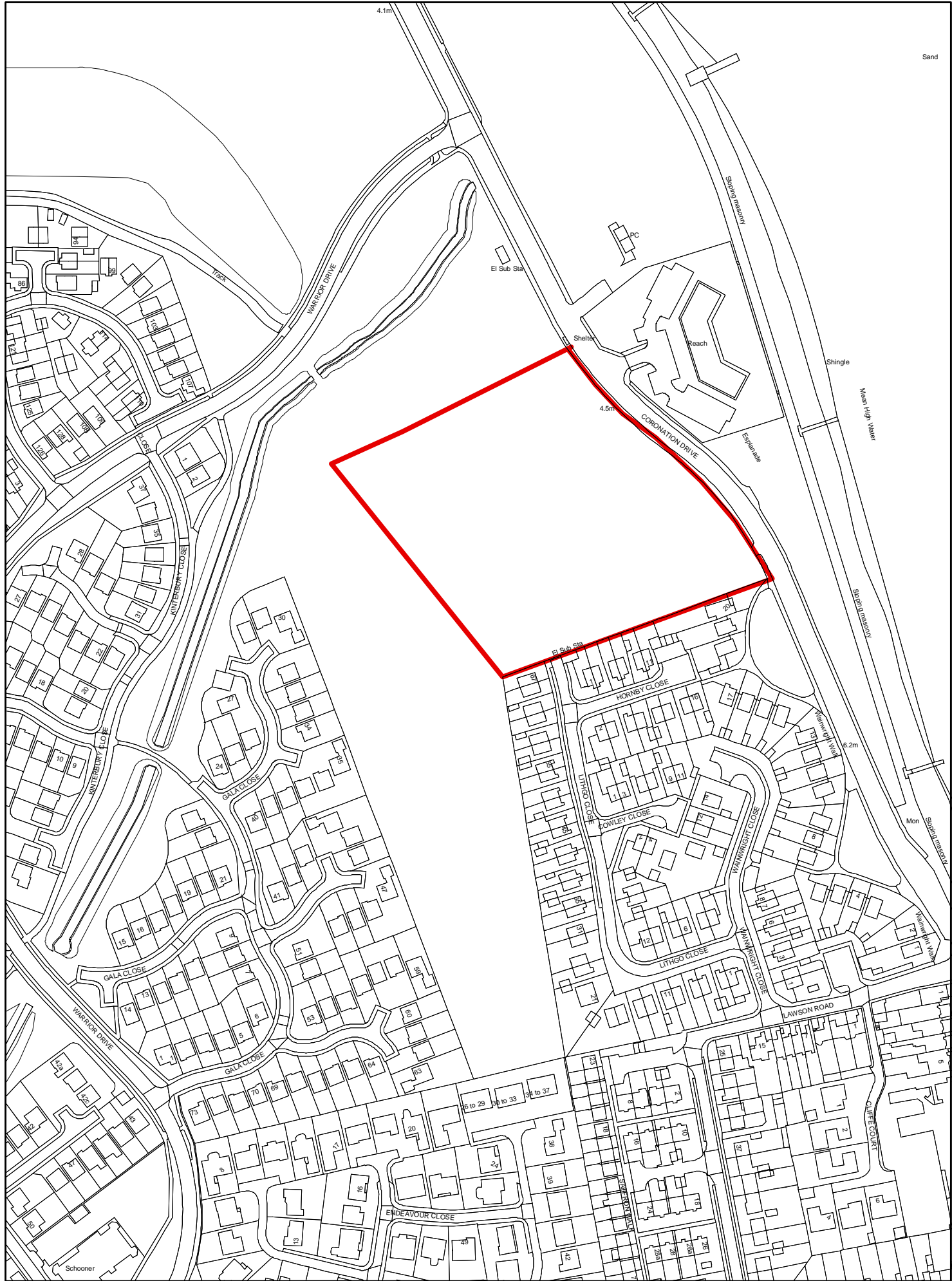


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HARTLEPOOL BOROUGH COUNCIL

CABINET REPORT

25 January 2010



Report of: Director of Regeneration and Neighbourhoods

Subject: 2010/11 PROPOSALS FOR CAPITAL PROGRAMME FUNDING

SUMMARY

1. PURPOSE OF REPORT

To seek Cabinet approval for Capital Programme proposals to be put forward to Scrutiny Co-ordinating Committee for their consideration.

2. SUMMARY OF CONTENTS

The report outlines the background to £1.2 million of funding available for capital programme works and presents proposals that have been prioritised by the Strategic Capital Resource and Asset Programme Team. It is suggested that Cabinet agree to forward the proposals to Scrutiny Co-ordinating Committee for their consideration in line with previous requests.

3. RELEVANCE TO CABINET

The funding is part of the 2010/11 Budget and Policy Framework Proposals.

4. TYPE OF DECISION

Non key.

5. DECISION MAKING ROUTE

Cabinet, 25 January 2010 then to Scrutiny Co-ordinating Committee, 29 January 2010, returning to Cabinet on 8 February 2010 prior to full Council approval.

6. DECISION(S) REQUIRED

That Cabinet approve the forwarding of the proposals to Scrutiny Co-ordinating Committee for their consideration.

Report of: Director of Regeneration and Neighbourhoods

Subject: 2010/11 PROPOSALS FOR CAPITAL PROGRAMME FUNDING

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval for Capital Programme proposals to be put forward to Scrutiny Co-ordinating Committee for their consideration.

2. BACKGROUND

- 2.1 In February 2009 Members confirmed their commitment to Unsupported Prudential Borrowing for a range of local priorities which do not attract Government funding and to provide an annual allocation until 2011/2012 for asset management issues together with other items.
- 2.2 This is the area that Members can most readily exercise policy choices, albeit at a cost to the review budget, unless schemes can generate sufficient income in their own right.
- 2.3 Budget provision to fund the revenue consequences of the following prudential borrowing have been built into the budget process.

3. CONSIDERATIONS

- 3.1 Detailed proposals have been developed (see **Appendix 1**). In previous years these details have not been included in the detail budget proposals submitted to Scrutiny prior to consideration at Council. Following on from comments at Scrutiny, when the second quarter financial monitoring report was considered and bearing in mind that they are an intrinsic part of the budget and policy framework it is suggested that they be submitted separately for Scrutiny so that their views can be incorporated into the Cabinet's final budget recommendations to Council in February 2010.
- 3.2 Expenditure and commitments are reviewed throughout the year to ensure the full allocation is prioritised and spent.

3. RECOMMENDATIONS

- 3.1 That Cabinet approve the forwarding of the proposals to Scrutiny Co-ordinating Committee for their consideration.

APPENDIX 1

SCRAPT Capital Projects 2010 - 2011
Available Budget £1,200,000

Project Name/Property	Recommended Budget
Disabled Facility Grants	£180,000
Key Vacant Buildings / General Flexible Town Wide Grant Pot	£200,000
Match Funding to lever in Regeneration Support.	£250,000
Air Monitoring Equipment Replacement of existing and provisional of additional station.	£70,000
Voluntary Sector Premises Pool Grants to voluntary / community sector for premises related expenditure	£25,000
Newburn Bridge Roof and security doors replacement .	£85,000
North Cemetery Phased structural rebuilding of retaining wall.	£75,000
Lynn Street Depot Workshops roof replacement	£50,000
Building Management Systems Replacement of obsolete equipment to achieve improved energy control	£45,000
Central Library Boiler Replacement	70,000
Seaton Carew Community Centre Window Replacement	*£65,000
Seaton Carew Sports Hall Roof replacement	*£85,000
Total	£1,180,000

***NOTE**

There is an ongoing study regarding facilities at Seaton Carew and ultimately these items will be the subject of the outcomes of that study.

Window replacement at the Community Centre is an essential requirement to ensure service provision continues. The Sports Hall roof replacement is still the subject of review, and this scheme may be amended depending upon the outcome of the study. It is recognised that if the Sports Hall is to remain operational in the medium term some substantial works are needed.

CABINET REPORT

25 January 2010



Report of: Chief Executive

Subject: Leaders and Elected Mayors' Board Scheme for the North East

SUMMARY

1. PURPOSE OF REPORT

To inform Cabinet how the requirements of the Local Democracy, Economic Development and Construction Act (The Act) in relation to the development of a single regional strategy will be fulfilled in the North East.

2. SUMMARY OF CONTENTS

- 2.1 The report provides background information and Government guidance on implementation of the requirements of The Act.
- 2.2 A Draft Scheme for a Leaders and Elected Mayors' Board, including a Draft Meetings Protocol, is also included.

3. RELEVANCE TO CABINET

The report is of corporate significance.

4. TYPE OF DECISION

For comment only.

5. DECISION MAKING ROUTE

Cabinet, 25 January 2010.

6. DECISION REQUIRED

Members are requested to note the draft scheme and protocol and comment as appropriate.

Report of: Chief Executive

Subject: Leaders and Elected Mayors' Board Scheme for the North East

1. PURPOSE OF REPORT

- 1.1 To inform Cabinet how the requirements of the Local Democracy, Economic Development and Construction Act (The Act) in relation to the development of a single regional strategy will be fulfilled in the North East.

2. BACKGROUND INFORMATION

- 2.1 The Act, which received Royal Assent in November, brings into force new arrangements for the development of a single regional strategy for every English region outside London.
- 2.2 The Act gives participating authorities a key role in the development, implementation and monitoring of the strategy, working in tandem with the regional development agency. This role is to be undertaken in a number of ways, but importantly through the establishment of a Leaders and Elected Mayors' Board (The Board) for the region, which will be one of two "Responsible Regional Authorities", along with ONE North East.
- 2.3 The "participating authorities", in our case the 12 unitary authorities in the region plus the Northumberland National Park Authority, must prepare a scheme setting out how they intend The Board to work, consult on it and submit it to the Secretary of State for approval.
- 2.4 Government guidance, a copy of which is attached for information, requires the scheme to be consistent with the following criteria:
- It should be streamlined and manageable, able to make strategic, long-term decisions, and able to engage effectively with the region's RDA (ONE North East);
 - It should be representative of local government across the region;
 - It should be comprised of local authority leaders, who are members with sufficient authority to act on behalf of all local government in the region. (Members of The Board do not have to be leaders of councils but must have sufficient seniority and powers to be able to make binding decisions.)
- 2.5 The attached Draft Scheme has been prepared for consultation, and you are invited to respond to the following question:

“In your opinion do the proposals for the establishment and operation of a Leaders and Elected Mayors’ Board for the North East meet the criteria in the Government Guidance: namely that they are streamlined and manageable (able to make strategic long-term decisions and engage effectively with ONE North East); representative (of local government across the region); and authoritative (comprising local authority leaders with sufficient authority to act on behalf of all local government in the region).”

3. CONCLUSION

- 3.1 The Draft Scheme provides a sound base from which to progress, but Cabinet may wish to consider whether the requirement in the Guidance to show how the interests of key sub-regions will be represented on The Board has been adequately covered.

4. RECOMMENDATIONS

- 4.1 That Cabinet notes this report and responds to the consultation question as it considers appropriate.



Establishment of Leaders' Boards:

Guidance on the preparation of schemes



Establishment of Leaders' Boards:

Guidance on the preparation of schemes

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Introduction

1. Local government is thriving, innovative, powerful, and well placed to respond to the challenges ahead. The Local Democracy, Economic Development and Construction Act (herein after referred to as “the Act”) is designed to reinforce that position by strengthening local democracy and supporting economic development. Local government has an important role to play in the development of their areas and to recognise that central government is providing powers to local government, in concert with Regional Development Agencies (RDAs), to be jointly responsible for revising, implementing and monitoring the Regional Strategy for their respective region.
2. Under Clause 71 of the Act participating authorities in each region are required to prepare a scheme (or proposal) for the establishment and operation of a Leaders’ Board for the region (in regions outside London).
3. Leaders’ Boards will be streamlined, representative and authoritative bodies, comprised of elected members drawn from participating authorities, which will enable local government to act collectively at the regional level to fulfill their responsibility in relation to the revision and implementation of the Regional Strategy jointly with the RDA. They are a mechanism for democratic input into the regional strategy and ensure that we join up councillor input at the regional level.
4. Regional strategy work will require a significant amount of evidence gathering and engagement with stakeholders and close working with the RDA. Participating authorities will need to agree the working arrangements that will best serve them and their region.
5. This guidance sets out the broad range of considerations that the Secretary of State will take into account when considering schemes for the establishment and operation of a Leaders’ Board. The Government does not wish to be prescriptive about regional structures and working arrangements. This includes the approach to providing access to information, other than where legislation applies. All regions are different and it is therefore important that they should be able to develop arrangements that suit their particular circumstances. These will be taken into account by the Secretary of State when considering schemes.
6. This guidance does not cover the process of preparing regional strategies or set out the Government’s policy on the expected content and outcomes of regional strategies. That policy is contained in the draft statement which is currently being considered in the light of the consultation¹.
7. Until the provisions of Part 5 of the Act come into effect, current legislation² on Regional Spatial Strategies and Regional Economic Strategies remains in force. However, to ensure that momentum on strategy preparation is

¹ Draft Policy Statement on Regional Strategies

² Regional Development Agencies Act 1998 and the Planning and Compulsory Purchase Act 2004

maintained, work undertaken under current legislation will form part of the preparation of Regional Strategies where appropriate.

The scheme

8. Participating authorities (which include relevant district, unitary and county councils and National Parks authorities and the Broads Authority) will be responsible for drawing up the scheme and will need to agree among themselves what mechanism they will use to allocate seats on the Leaders' Board.
9. The Scheme must be subject to consultation among the participating authorities and stakeholders within the region³ before it is submitted to the Secretary of State⁴. The Government does not intend to prescribe the form of consultation to be undertaken but in considering if adequate and effective consultation has taken place, the Secretary of State will take into account the guidance contained in the Government Code of Practice on Consultation⁵.
10. Where an interim Leaders' Board has in effect already been operating within a region and or where an arrangement can be shown to have wide ranging support then once the provisions of the Act commence a reduced consultation period of six weeks on the scheme is likely to be appropriate.
11. Feedback on the public consultation on proposals taking forward the Sub-National Review⁶ endorsed the requirement for Leaders' Boards to meet three broad criteria (highlighted below). In preparing a Leaders' Boards scheme participating authorities should ensure that their proposal is consistent with them and take account of the considerations which serve to amplify the criteria.

1. It should be streamlined and manageable, able to make strategic, long-term decisions, and able to engage effectively with their region's RDA:

- (a) How the Leaders' Board remains streamlined, in terms of size and working arrangements while meeting the other criteria of effectiveness and ability to represent and retain sufficient authority to speak on behalf of local government within the region⁷.
- (b) Explain the voting rights of all Board members on matters related to the preparation and implementation of the Regional Strategy.
- (c) How the Leaders' Board will engage with the RDA, in particular the process by which joint decisions will be made.
- (d) The procedure or method that the Leaders' Board will employ to deal with situations where agreement cannot be reached between the Board and the RDA.

³ Clause 71(4) of the Act

⁴ Clause 71(5) of the Act

⁵ See www.berr.gov.uk/files/file47158.pdf

⁶ Prosperous Places: taking forward the review of sub-national economic development and regeneration- the Government response to public consultation (November 2008)

⁷ It is not necessary to have a representative from each participating authority on the Leaders' Board.

- (e) The streamlined procedures and structures to be put in place to enable members and officers of Leaders' Boards to deliver effective and timely decision making at the appropriate level.
- (f) How the Leaders' Board will refresh or re-elect its membership or change its rules. The provision of the rules or constitution of the Leaders' Board would be helpful.

2. Representative of local government across the whole of their region – including representatives from e.g. key sub-regions, upper and lower tier authorities, the main political groupings:

- (a) The way representation, on the Leaders' Board, of participating authorities from across the region, *including predominantly rural authorities*, will work.
- (b) Each type of participating authority (including National Parks and the Broads authorities, where they exist) must be offered at least one seat on the Leaders' Board⁸.
- (c) How the interests of key sub-regions will be represented on the Board
- (d) The extent that the Leaders' Board will be representative of:
 - (i) the main political parties
 - (ii) minor parties, including independents

3. Comprised of local authority leaders, who are members with sufficient authority to act on behalf of all local government in the region:

- (a) How members of the Leaders' Board will have sufficient seniority and sufficient powers invested in them to be able to make binding decisions on behalf of all authorities in the region. Members of Leaders' Boards must be elected members⁹ but need not necessarily be Leaders of participating authorities.
- (b) How all participating authorities will engage with the Leaders' Board and be involved in the preparation or revision of the Regional Strategy.
- (c) What mechanism is to be used by participating authorities to select an individual to represent their interests on the Leaders' Board.
- (d) How the Leaders' Board will be held to account by the participating authorities.

⁸ Where a National Park falls within two or more regions its interests will only need to be represented on one Leaders' Board.

⁹ However, where the elected members of the National Park authorities are agreed, the National Park representative on the Leaders Board can be a Secretary of State appointee.

Timing and submission of the scheme

12. Clause 71 of The Local Democracy, Economic Development and Construction Act commenced on 25 November 2009. Regions can now consult on and submit their schemes. The remaining provisions in Part 5 of the Bill dealing with the preparation of Regional Strategies will come into force for all regions on a day appointed by the Secretary of State. This is expected to be 1 April 2010.
13. The scheme submitted to the Secretary of State should be agreed by the participating authorities and should have been discussed with the Government Office during its preparation.
14. If the Secretary of State has any concerns about a scheme he will advise the participating authorities through the Government Office who will seek to broker a scheme that will be acceptable.
15. Once the Secretary of State has approved a scheme the participating authorities are required to establish the Leaders' Board in accordance with the scheme¹⁰.
16. Once completed the scheme should be submitted to your Government Office who will forward it to CLG.
17. As the Freedom of Information Act may not apply to all Leaders' Boards, depending on how they are established, it is intended that to ensure consistency they will be added via a section 4 order to the list of bodies to which schedule 1 of the FOI Act applies.

¹⁰ Clause 71(6) of the Act.

For Consultation

LEADERS AND ELECTED MAYORS BOARD – DRAFT SCHEME

NORTH EAST ENGLAND

1. Under the Local Democracy, Economic Development and Construction (LDEDC) Act 2009, the participating authorities in the North East region are required to establish a Leaders' Board which, as one of the two 'Responsible Regional Authorities' (RRAs) in the region along with One North East, will exercise the functions prescribed by the Act in relation to the preparation and revision of the regional strategy for the North East.
2. The participating authorities therefore propose to establish a Leaders' Board, to be known as the Leaders and Elected Mayors Board, consisting of:
 - the Leader/Elected Mayor (or his/her nominated representative being a member of the authority) of each of the 12 unitary authorities in the region; and
 - the Chair (or his/her nominated representative being a member of the authority) of the Northumberland National Park Authority (NNPA).
3. Meetings of the Leaders and Elected Mayors Board will be held on a six to eight week cycle. The business of the Leaders and Elected Mayors Board will be conducted in accordance with rules of procedure set out in Annex A.
4. The Leaders and Elected Mayors Board will also hold regular meetings with the Board of One North East to facilitate the exercise of the joint functions of the two RRAs. These meetings will be conducted in accordance with the (*draft*) joint protocol set out in Annex B.
5. The governance arrangements for the preparation of the regional strategy are set out in diagrammatic form in Annex C.
6. Dedicated support for the Leaders and Elected Mayors Board in its statutory role will be provided by the Chief Executive, staff and support structures of ANEC and by professional staff of participating authorities, city/sub-regions and other partners where appropriate in the region who are able to contribute expertise on specific issues. Where this relates to Regional Strategy development the Joint Strategy Team will also provide support and information to the Leaders and Elected Mayors Board. Funding for support for activities connected with Part 5 of the LDEDC Act (regional strategies) is provided by Communities and Local Government on production of a business plan. Having the right dedicated expertise available is extremely important and this will be kept under regular review so as to ensure that CLG funding is deployed appropriately.
7. Stakeholder engagement in the regional strategy is extremely important and is recognised not only by the formal requirement for the RRAs to produce a Statement of Policy on Community Involvement but in the approach that the

RRAs wish to see happen in the North East. The RRAs consider stakeholder engagement at a range of spatial levels and through a wide range of mechanisms to be vital. The Statement will set the framework for wide-ranging and effective cross-sectoral engagement and consultation through the strategy development process. Stakeholders are also participating in the various groups that support the RRAs in the development of the regional strategy, as set out in Annex C, and in other ways, through (for example) the futures and strategic direction-setting activity.

8. Those Leaders and Elected Mayors Board members who are the Leaders/Elected Mayors (or their nominated representatives) of the 12 unitary authorities in the region will also be responsible for the management and direction of the Association of North East Councils (ANEC), the representative body for local government in the North East. This work (which will be resourced by ANEC) will streamline working arrangements, while recognising that the statutory responsibility for the preparation of the regional strategy rests with the Leaders and Elected Mayors Board and One North East.

Leaders and Elected Mayors Board – Rules of Procedure

Membership and role

1. Under section 71 of the Local Democracy, Economic Development and Construction Act 2009, the Leaders and Elected Mayors Board will undertake the statutory role of a regional responsible authority in relation to all matters relating to the North East regional strategy and will consist of:
 - the Leader or Elected Mayor (or his/her nominated representative being a member of that authority) of each of the 12 unitary authorities in the North East; and
 - the Chair (or his/her nominated representative being a member of the Authority) of the Northumberland National Park Authority (NNPA).
2. Each member shall be entitled to one vote.
3. Any nominated representative will speak and act with the same authority as the person who nominated him/her. This provision also applies to any named alternate appointed under paragraph 4 below.
4. If any member of the Leaders and Elected Mayors Board is unable to attend a meeting, a named alternate may attend, provided that he/she is an elected member of the council concerned or a member of the NNPA, as the case may be. Any such named alternate will have the same voting rights as the person whose place he/she is taking.
5. The unitary authorities and NNPA will notify the Chief Executive of ANEC of their representation on the Leaders and Elected Mayors Board annually. In the event that the Leader or Elected Mayor of an authority (or his/her nominated representative) ceases to hold that office for whatever reason, the authority concerned shall immediately inform the Chief Executive of ANEC of that fact and of the identity of his/her replacement as soon as it is known. If there is a vacancy in the office of Leader/Elected Mayor (or his/her nominated representative), the authority may appoint a member to fill that vacancy for its duration. The like provisions will apply in the case of a vacancy in the office of Chair or his/her nominated representative of the NNPA.

Operational Arrangements

6. The Leaders and Elected Mayors Board will hold meetings at a frequency of approximately every six to eight weeks in accordance with a programme to be agreed.
7. One of these meetings will be designated as the Annual Meeting and will be held, in a year when there are elections to any of the authorities, as soon as possible after the date of such elections; otherwise, on a date in May or June.
8. The Chair may (a) cancel any programmed meeting if he/she considers that the business for such meeting is insufficient to justify holding it (b) call a

special meeting provided at least fourteen days notice is given (unless for reasons of urgency it is necessary to call a meeting at shorter notice, in which case as much notice as possible will be given, subject always to compliance with Access to Information regulations).

9. Meetings will be held at locations within the region, with the aim of rotating meetings around the region as far as is practicable.
10. The Chief Executive will ensure that an agenda for each meeting is despatched to every member of the Leaders and Elected Mayors Board not less than seven days before the meeting.
11. The accounts relating to the CLG-funded expenditure undertaken by the Leaders and Elected Mayors Board as set out in the Business Plan will be audited as part of the overall accounting arrangements for CLG-funded activity provided by ANEC.
12. Any assets, property and liabilities held or incurred by the Leaders and Elected Mayors Board and funded through Government grant will be held by ANEC on behalf of all the authorities (which for this purpose includes NNPA), who will indemnify ANEC in respect of any liability which may arise in respect of their holding.

Chair and Vice-Chairs

13. At its Annual Meeting, the Leaders and Elected Mayors Board will elect from its membership a Chair and two Vice-Chairs, one of whom will be a representative of the majority party as designated by ANEC and one of whom will be a representative of the minority parties as designated by ANEC.
14. The Chair, or a Vice-Chair, will cease to hold office if he/she:
 - resigns that office, or
 - ceases to be the Leader/Elected Mayor or nominated representative of the authority that appointed him/her.
15. Any vacancy in the office of Chair or Vice-Chair shall be filled at the next meeting of the Leaders and Elected Mayors Board following the occurrence of the vacancy.

Conduct of Meetings

16. Subject to the provisions below, any issues relating to the conduct of the meeting will be determined by the person presiding at the meeting. Each member is bound by their authority's code of conduct, based on the Standards Board for England's revised Model Code of Conduct.
17. The Leaders and Elected Mayors Board will aim to reach decisions by consensus. In particular it will seek wherever possible to agree a single position on behalf of local government on issues relating to the preparation and sign-off of the regional strategy. If, exceptionally, it is not possible to reach consensus on any matter on which it is necessary to reach a decision,

the matter will be put to a vote. If the votes are equal, the Chair of the meeting will have a second or casting vote.

18. The quorum for meetings of the Leaders and Elected Mayors Board will be five. Named alternates will be taken into account in determining whether a quorum is present.
19. The Leaders and Elected Mayors Board will agree protocols relating to:
 - communicating with the media; and
 - communication with members of the Leaders Board between meetings, including arrangements for taking any decisions that may be needed as a matter of urgency. These will include provision for the calling of urgent meetings by the Chair, actions which might be delegated to the Chair and Vice-Chairs etc.

Observers

20. Attendance of unitary authority and NNPA Chief Executives (or their representatives) at Leaders and Elected Mayors Board meetings will be a matter for each member to determine.

Access to Information

21. Regulation 6 of the Town and Country Planning (Regional Strategy) (England) Regulations 2010 will apply (subject to Parliamentary approval) as regards access to meetings and documents of the Leaders and Elected Mayors Board. The Chief Executive shall be empowered to make all arrangements necessary for compliance with the Regulations.

Support

22. The Chief Executive will ensure that appropriate professional, technical and administrative expertise and support is provided to the Leaders and Elected Mayors Board, both through the staff of ANEC and where appropriate through the staff of participating authorities and partners. The Chief Executive will take appropriate steps to secure funding for support of the statutory role of the Leaders and Elected Mayors Board through the business planning arrangements with Communities and Local Government that are currently in force.

Alterations to Rules of Procedure

23. Any alterations to these rules of procedure shall be made at an Annual or Extraordinary General Meeting of the Leaders and Elected Mayors Board.

Joint Meetings with One NorthEast

24. To facilitate the exercise of the joint responsibilities of the RRAs in relation to the regional strategy, a programme of regular joint meetings will be arranged and conducted in accordance with a protocol to be agreed between the

Leaders and Elected Mayors Board and the Board of One North East *(a draft of which is attached as Annex B).*

Draft for consultation - 4 January 2010

Joint Meetings between Leaders and Elected Mayors Board and Board of One North East

Draft Protocol

Principles

1. It is recognised that:
 - the Leaders and Elected Mayors Board and the One North East Board are the ultimate decision-making bodies for the Regional Strategy – the Responsible Regional Authorities; and
 - a genuinely collaborative approach between local authorities, One North East and other partners (through strong, effective stakeholder engagement) is needed if we are to produce an excellent Regional Strategy.
2. To facilitate the exercise of the responsibilities of the Leaders and Elected Mayors Board and the Board of One North East, a programme of regular joint meetings will be arranged, with the role of providing a forum for discussion, consideration and development of the Regional Strategy, discussion on what is to be submitted to the Government, its implementation and the monitoring of its delivery.

Arrangements for meetings

3. The participants in the joint meetings will be:
 - the members of the Leaders and Elected Mayors Board (or their named alternate); and
 - the members of the One North East Board.
4. Officers of ANEC and One North East will co-ordinate a programme of meetings for the forthcoming year. Meetings will take place at approximately two-monthly intervals or more frequently if and when required. To minimise demands on members' time, meetings will where practicable be arranged with regard to existing commitments.
5. Meetings will be held at mutually convenient locations around the region.
6. Officer attendance at joint meetings will comprise three local authority Chief Executives (to include the Chair of the ANEC Regional Chief Executives Group), the ANEC Chief Executive and the One North East Chief Executive plus appropriate support staff.
7. Secretariat support will be provided jointly by ANEC and One North East with advice being provided through the agreed advice and support structure. The agenda and papers for each joint meeting will be jointly prepared by officers of ANEC and One North East on the basis of advice from the relevant support groups and will be circulated to all members at least seven days in advance.

Either the Leaders and Elected Mayors Board or the Board of ONE North East may require such papers to be considered by either Board before the joint meeting and in this case, papers will be circulated at least seven days in advance of the meeting of those Boards. Minutes and action notes will be provided as soon as possible after each meeting.

8. The advice and support structure referred to above will include a series of advisory groups, whose Terms of Reference may be determined jointly by the RRAs from time to time.

Conduct of meetings

9. Meetings will be chaired alternately by the Chairs of the RRAs. The quorum* for each joint meeting shall be [x] members of the One North East Board and [x] members of the Leaders and Elected Mayors Board. **Subject to discussion and agreement.*
10. Each of the partners in the joint meetings has statutory responsibility for the Regional Strategy. The meetings are held with the aim of reaching an understanding, influencing and building consensus on the Regional Strategy. As such, it is intended that decisions should be reached either unanimously or by consensus, if necessary over a series of meetings.
11. Where agreement cannot be reached between the RRAs on the final draft strategy, further meetings will be held or other means used, by agreement between the Boards, to seek to secure consensus.
12. In the unlikely event that areas of disagreement remain, and the RRAs are unable to agree on a draft strategy to submit, Ministers may direct them to submit separate statements detailing their disagreements and any papers that have been prepared.

Engagement and consultation

13. The joint meetings will determine and ensure arrangements for:
 - engagement and consultation on the Regional Strategy with a range of stakeholders including the business community, including through the production of a Statement of Policy on Community Involvement; and
 - the handling of communications and the media in relation to the Regional Strategy.

Urgent business

14. Where an item of business is of such urgency and significance that a decision is required before the next programmed joint meeting, a report on the matter, with recommendations, will be circulated electronically to all members of the Leaders and Elected Mayors Board and the Board of One North East, specifying a deadline for response. If no expression of disagreement is received before the deadline, the recommendations will be acted upon by the Chief Executives of ANEC and ONE and a report made to the next joint meeting for information. If there are any areas of disagreement, these will be

referred to the Chairs of the Leaders and Elected Mayors Board and the Board of One North East to resolve. If it is still not possible to resolve the disagreement, no action will be taken by the Chief Executives of ANEC and ONE until the matter has been considered at a joint meeting.

Governing documents

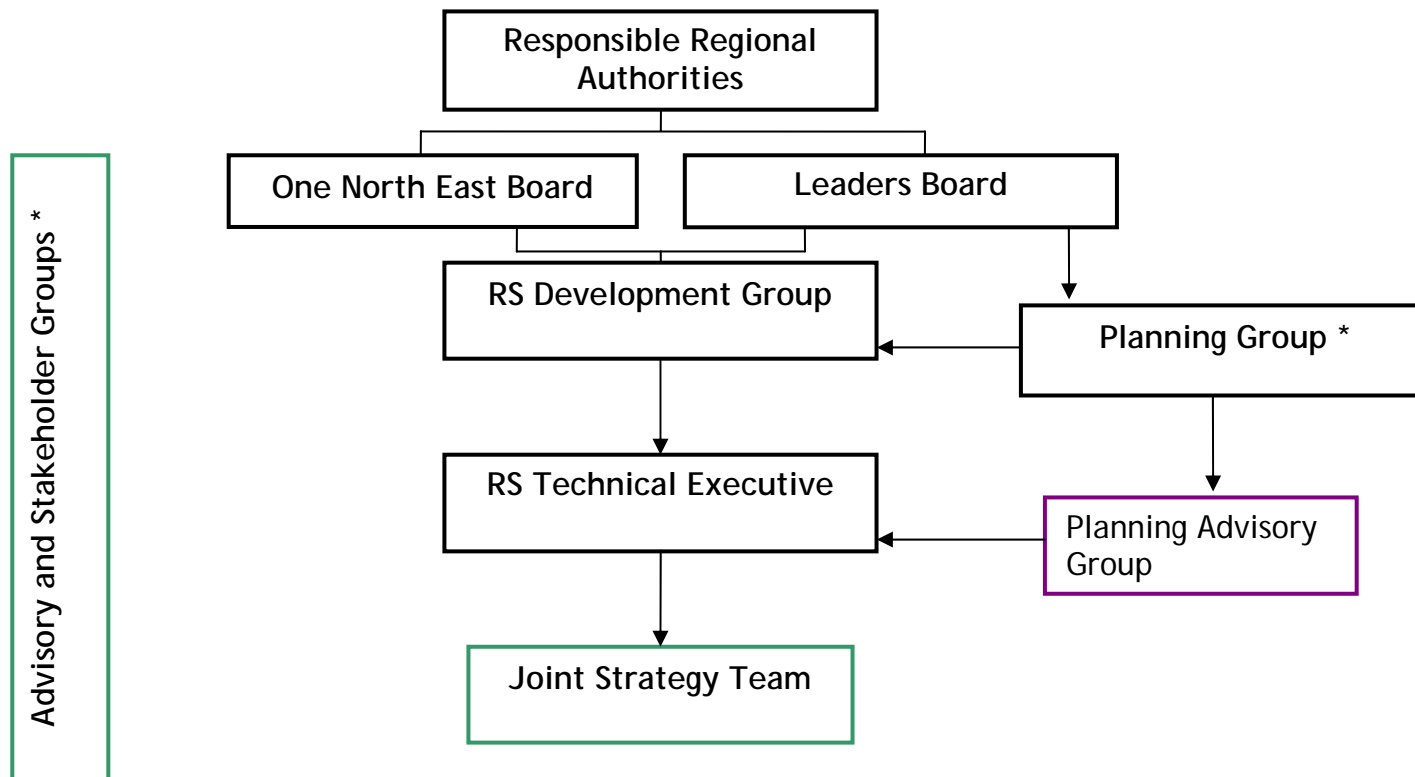
15. The One North East Board is bound to abide by its own Standing Orders in all its activities, processes and decision making and may not do anything that contravenes those Standing Orders. The Leaders' and Elected Mayors Board is governed by its Rules of Procedure.

Conflicts of interest

16. Participants should not have any personal financial interest in decisions or have any conflicts of interest arising from other directorships, business or personal interests which could materially interfere with the exercise of their independent judgement. Participants should deal with any actual or potential conflict of interest in accordance with the Code of Conduct of the body they represent.
17. Each of the bodies comprising the RRAs maintains a register of interests and all participants are required to provide on a continuing basis information concerning financial or other interests which could interfere with the exercise of their independent judgment.

ANNEX C

The governance arrangements for the development of the Regional Strategy are set out below:



*Arrangements for some of the groups are being devised as the guidance and legislation progresses.

CABINET REPORT

25 January 2010



Report of: Chief Executive

Subject: Corus and the Transition to a Low Carbon Economy in the Tees Valley

SUMMARY

1. PURPOSE OF REPORT

To provide a brief summary of the current work being undertaken in relation to the proposed “mothballing” of the Teesside Cast Products (Corus) plant in Redcar and to identify proposals to support the transition of industry in the Tees Valley into a low carbon economy.

2. SUMMARY OF CONTENTS

The report provides background information in relation to the proposed “mothballing” of the Teesside Cast Products plant and includes a low carbon economic transition plan for the Tees Valley, prepared by Tees Valley Unlimited.

3. RELEVANCE TO CABINET

The report is of corporate significance.

4. TYPE OF DECISION

For information only.

5. DECISION MAKING ROUTE

Cabinet, 25 January 2010.

6. DECISION REQUIRED

Members are requested to note the report and the low carbon economic transition plan.

Report of: Chief Executive

Subject: Corus and the Transition to a Low Carbon Economy in the Tees Valley

1. PURPOSE OF REPORT

- 1.1 At Council on 10 December 2009 The Mayor was asked two questions in relation to the proposed “mothballing” of the Teesside Cast Products (Corus) plant in Redcar.
- 1.2 During the debate which followed there was regret and sadness expressed at the loss of an industry which had supported Teesside for over 150 years, with Corus acknowledged as being at the forefront of the steel production. However, it was also noted that there were a number of opportunities within the renewable energy market and that this was the chance to explore these further whilst restructuring the local economy.
- 1.3 This report provides a brief summary of the current work being undertaken in relation to Corus, and identifies proposals to support the transition of industry in the Tees Valley into a low carbon economy.

2. BACKGROUND INFORMATION

- 2.1 In 2002/3 Corus reviewed its steel operations in the UK. It made the decision to concentrate its steel making for its internal use at Scunthorpe and Port Talbot. It decided to form a separate company Teesside Cast Products (TCP), to run its Redcar operations with a view to exporting most of the steel produced at the plant.
- 2.2 At the time there was a world shortage of steel and a contract with a steelmaker who could guarantee a security of supply at a negotiated price and not divert production for its own use was a major competitive advantage. Hence a consortium of Marcegaglia of Italy, South Korea's Dongkuk, Switzerland's Duferco and Alvaro of Argentina entered into a 10 year agreement to take 80% of the steel produced at Redcar.
- 2.3 In addition Corus signed a memorandum of understanding with Marcegaglia and Dongkuk to sell them an 80% stake in the Teesside plant. Until early 2009 it was considered that the Redcar operation had a secure future.
- 2.4 In 2009 the consortium decided to terminate the contract primarily because the world price of steel had fallen below the price Corus was charging the consortium for steel. Given 80% of the market for Redcar's steel had

disappeared almost overnight, the decision to withdraw from the contract caused major problems for Corus. This led to their decision at the beginning of December to close the TCP plant at the end of January 2010.

- 2.5 The Government immediately announced a £60 Million package of measures designed to mitigate the impact of the proposed closure. This is now known as the Tees Valley Industrial Investment Programme.
- 2.6 Government has made clear that responsibility for implementing the investment programme rests jointly with ONE North East and the Department for Business, Innovation and Skills (BIS), as they are each putting £30 Million into the programme. It is expected that the £60 Million is additional to mainstream programmes and where possible, should be matched by ERDF and other mainstream resources.
- 2.7 The Industrial Investment Programme contains the following elements:
 - a) **Apprenticeships** – to continue and expand employment related training in the Tees Valley through training 150 engineering apprentices, including high level and graduate apprenticeships. It includes current and recently qualified apprentices facing redundancy (or having been made redundant) and the transition of apprentices undertaking programme led apprenticeships into employed status.
 - b) **Enterprise and Business Support** – to support additional activity focusing on the establishment of new enterprises including those developed by redundant workers. The specific activities supported will also include investment in incubation premises and links to business advice including access to finance.
 - c) **Engineering Diversification** – to enable the engineering design industry to diversify its new activities through technology transfer, training and new business practices. It will look at the potential for new growth markets, particularly offshore wind, CCS infrastructure, nuclear and new energy networks.
 - d) **Innovation** – to take forward the development of 5 applied R&P projects on biomaterials, and looking at CCS through algae activity. The programme will look at new projects e.g. Ensus, Ineos Bio, Pyreco and Impetus and existing capacity at Wilton Centre and the Corus Teesside Technology Centre.
 - e) **Energy** – to enable industry to implement technology and energy management solutions and provide real demand reduction and reduce carbon intensity before the EU Carbon Emissions Trading Scheme. The programme will utilise the research of CPI and the Teesside University National Industry Symbiosis Programme, focusing on making use of energy such as heat and steam that is currently being wasted. Primary activity will be to develop a detailed business case for funding from private and existing public sector resources such as the Carbon Trust Loan Scheme.

f) **Carbon Capture and Storage** – to carry out detailed engineering study and preparation of full business case to provide a carbon capture storage facility for industrial emitters. Such a facility would complement existing plans for CCS linked to power generation from clean coal. The work must be completed by September 2010 in time for a decision by DECC that the Tees Valley is one of four pilot CCS proposals part funded by Government.

g) **Investment Support** – to provide extra support for companies to develop their proposals in the £8 billion pipeline of development.

h) **Infrastructure** – to enable vital site preparation to take place to attract specific investments. The work will comprise:

- Investment required to secure the future use of Corus land for alternative industries;
- Gauge enhancement of Teesport - Darlington section of the rail network;
- Feasibility work on developing a public/private sector partnership to take over the management and operation of pipelines;
- The development of a strategic plan to deal with connections to the national grid and local electricity network;
- Identification of a technical panel of regulatory agencies to speed up development; and,
- Any land remediation works required to enable development to go ahead.

2.8 These eight elements include all of the main requests of Government included within the Low Carbon Economic Transition Plan, agreed by Tees Valley Unlimited in November 2009. A copy of the plan is attached for information.

2.9 There is a great opportunity to take forward the Low Carbon Economic Transition Plan within the Industrial Investment Programme. A number of multi-disciplinary teams are now working on all the elements identified above, and ONE North East has established a task group to oversee this work.

3 CONCLUSION

All relevant public bodies and agencies are working well together to try to retain the current industrial base, and to support the transition of the Tees Valley into a low carbon economy fit for the 21st Century.

4 RECOMMENDATION

That the report be noted.

TEES VALLEY LOW CARBON ECONOMIC TRANSITION PLAN

Introduction

This report is a proactive response to the current economic issues and opportunities which face the Tees Valley. It describes why the Tees Valley economy is important, both locally and nationally, it identifies the investment opportunities that currently exist and steps that are being taken locally to build on current assets and policy, including New Industry New jobs and Building Britain's Future. It identifies what we are doing locally, and identifies a number of specific areas where Government support is needed to supplement existing activity to help ensure a smooth and successful transition to a low carbon economy.

In its report "Building Britain's Future – New Industry New Jobs", the Government sees the development of three sectors, as national priorities – the low carbon, digital and industrial biotechnology sectors. These sectors are key to the future economic development of the Tees Valley.

The low carbon sector is rapidly evolving and economically viable. The UK market is currently worth £106 billion and employs 880,000 people, either directly or through the supply chain, and over 1 million people will be employed in the sector by 2015. Crucially, the Government expects the sector to be one of the few areas of the economy to maintain positive growth rates through the recession, and it is expected to grow by 4% per annum by 2015.

This short report details our transition plan towards a low carbon economy for the Tees Valley, exploring the significant investment projects that currently exist, the barriers to overcome, and the actions required to make it happen.

Actions that Tees Valley Unlimited and its partners can achieve are well under way, such as the establishing an agreed Industrial Development Framework with private sector landowners to overcome problems of fragmented land ownership, promotion of key projects, market research, and the background work to identify specific issues that may impede the predicted growth.

However, there are a number of areas where we believe Government support/decisions will help to deliver the broader medium to long term strategy. To take forward these issues we are asking for a dialogue with the Government about:

1. Supporting the Tees Valley in a CCS pilot project, as one of the four planned across the UK, including detailed feasibility and planning analysis. There are already 18 major CO₂ emitters in the area and without CO₂ capture there will be a major impact on the competitiveness of industry. The Tees Valley project will be the first development/demonstration of a multi-sourced industrial project, rather than just a power generation project. It will explore different technologies and management/business approaches and requires some major technical and regulatory developments (DECC).
2. Using the Tees Valley as a pilot area to facilitate symbiotic industries. The current regulatory framework prevents the use of biological waste in low carbon industries. A pilot would test the practical amendments to these regulations (DECC/Defra).
3. Enhancement of the rail gauge from Teesport to Darlington and the East Coast Mainline to enable increased rail container usage, rather than increasing pressure on the road network. Discussions are well advanced on these issues through the mechanism of the Northern Way, but we need to accelerate delivery to offer a rail alternative for freight movements in both directions, and so this would need to be a three way conversation with Network Rail (DfT).
4. Identification of key projects of national importance, that could potentially be sited in Tees Valley, that would benefit from accelerated planning and regulatory approval, such as the new nuclear power station at Hartlepool, making use of the existing expertise within the Tees Valley of nuclear processes (DECC/CLG).
5. The development of a strategic plan and approach to identify and enable key connections to the national grid, to facilitate the development of new power generation infrastructure (DECC).
6. NEPIC has articulated an industry view of the short to long term needs of the industries based at the Wilton site and will be emphasising to Government, and requesting their endorsement and support in, critical areas such as schemes to share energy generation and use, the exploration of new feedstocks, and an overarching commitment to developing new technologies and innovative capacity, whilst enhancing the active programme of international marketing and communication for investment on the site (BIS).
7. Improved planning and regulatory procedures. One of the critical factors which delays planning approvals and discourages development are the delays

in dealing with national agencies over permits for infrastructure consents and satisfying regulatory frameworks. We are proposing a panel of technical experts from the Highways Agency, Environment Agency, Natural England, NEDL, National Grid and the Health and Safety Executive who will have responsibility for coordinating responses to major developments within their organisations and work with the local planning authorities to speed up the delivery of projects of national importance and the infrastructure connections. We also intend one person within Tees Valley Unlimited to be given responsibility for liaising between applicants and these organisations. (CLG/DfT/Defra)

8. Develop new delivery vehicles with the private sector for delivery of infrastructure. Our competitors in Europe (Rotterdam and Antwerp) and overseas (Singapore and the Middle East) have major municipal companies which operate the port, own all the land and provide infrastructure. In the Tees Valley most of the land is in the ownership of the private sector. In order to compete with European ports we are looking to develop with the private sector new delivery vehicles, some of which may need the backing of the Government, to:
 - a. Provide a robust integrated pipeline network to enable future developments to take place;
 - b. Make strategic land acquisitions where appropriate to safeguard pipeline corridors or key strategic sites for future development; and
 - c. Invest in an energy network that provides certainty of energy supply and uses excess heat and steam for industrial use to help resist global fluctuations in energy prices.

If we are successful with our transition plan, we could add £3.5 billion GVA to the UK economy over the next 10 years, supply over 2200 MW of secure low carbon electricity to the national grid and reduce carbon emissions in the Tees Valley from industry by almost 50%, create 2,000 direct and 4,000 indirect jobs and retain the steel, petrochemical and advanced engineering industries in the Tees Valley.

The Tees Valley Economy at Present

The Tees Valley is home to the largest integrated chemical complex in the UK, the largest hydrogen network in Europe, the largest UK chemical handling deep water port, pipelines connecting the Tees Valley with the rest of the UK, and large advanced engineering companies.

In the North East, 40,000 people are already employed in the process industries, mainly within Tees Valley, with a further 280,000 through the supply chain. These industries generate sales in excess of £10 billion per annum, representing over 25% of the region's GDP, making the industry a key driver not only of the region's, but the national, economy. Industries present in the Tees Valley are a critical supplier to downstream chemical using firms, these in turn contribute over 60% of the UK's total GDP.

Further to world class physical assets, the Tees Valley is home to a range of supportive organisations including the National Skills Academy for the Process Industry, Centre for Process Innovation, National Industrial Biotechnology Facility, National Industrial Symbiosis Programme, Renew, the North East Process Innovation Cluster, and the Renewable Energy Manufacturing Technology Centre. These organisations work in partnership with Tees Valley Unlimited and the Tees Valley Local Authorities to promote low carbon technologies and support the development of the process sector in the Tees Valley.

These are nationally significant assets which are specific to the Tees Valley. The unique combination of infrastructure, skills, land, port and large multi-national companies means the Tees Valley is a natural location to attract transformational low carbon investments.

These national assets have already resulted in companies investing huge sums of money in the Tees Valley, driven by the low carbon economy. The Tees Valley is now home to:

- World's largest biodiesel facility
- Europe's largest bio-ethanol plant;
- UK's largest hydrogen plant;
- UK's largest biomass plant;

Further to the capital investments mentioned above, the Tees Valley is also home to world class advanced engineering companies who are winning large contracts to service the renewable industry in the UK.

For example, CTC Marine Projects, based in Darlington, secured a multi-million pound contract with E.ON Climate and Renewable UK to lay subsea power cables in the Solway Firth for 60 offshore wind turbines.

JDR Cables at Hartlepool have the only site in the UK that is specifically designed to make cables for the offshore wind, oil and gas sectors. JDR already have a contract to supply 124 miles of cables for 140 wind turbines at Greater Gabbard, and the Hartlepool site is supplying 28 kilometres of cabling for the Wave Hub off Cornwall.

Specific recent Government support for the process industry in the North East includes £3.1m for NEPIC, and £12m for a new industrial biotechnology demonstrator plant at Wilton

Moving forwards, it is exactly these economic assets, as well as the City Region's skill base and ability to work in partnership, that will provide the platform for the economic transition desired.

Currently Planned Low Carbon Investments

Further to the existing developments in the low carbon economy, there are a number of investments which are currently gaining planning consent, or are in talks to invest in the Tees Valley. These known projects could contribute over 2,000 jobs, and £8 billion worth of capital investment in the low carbon sector in the medium term.

Examples of these projects include:

- A £4 billion oil refinery which would enhance the security of the UK's transport fuel supply producing 10% of the UK's diesel, kerosene for the aviation sector and onsite petrochemical feed stock for the local chemical industry (reducing the carbon footprint against imported feed stocks) The plant also includes a 250MW of electricity supply, carbon capture and storage with the plant becoming Europe's largest source of hydrogen to enable the hydrogen economy in the region and UK
- A £1 billion CCS network which would generate electricity from coal, remove the CO₂ and take CO₂ from existing industrial plants, and then store the CO₂ under the North Sea;
- £300 million Northern Gateway Container Terminal, with deep water jetties and import centres, will result in a net saving of up to 38.5 million tonnes of CO₂ through reduction in road traffic from Southern ports to the North of England. It will also allow low carbon industries to access European and worldwide markets;
- Collective investment of £1 billion on two combined heat and power (CHP) plants (Thor and Conoco Philips);

- A £120 million expansion of the Energy from Waste plant, including a CHP;
- Three new biomass power plants, one of which will be the UK's second largest – collectively they will employ 250 people, invest over £904 million and supply low carbon electricity to over 760,000 homes (MGT, Gaia, Clarence Works);
- A £50 million autoclave facility generating high quality recyclate (Graphite Resources);
- A £80 million plant to recycle tyres, which came to the Tees Valley because of its *“workforce’s experience in the petro-chemical industry, excellent infrastructure and the support, encouragement and hard work of, Renew Tees Valley and One NorthEast”*, would be the UK's first full scale commercial used tyre plant of its kind (PYReco);
- A further £100 million biofuels plant; and
- A £365 million paper recycling plant.

These projects alone could add £3.5 billion GVA to the UK economy over the next ten years, supply over 2200 MW of secure low carbon electricity to the national grid, almost doubling the amount of electricity currently installed in the North East, and re-use waste.

In addition to projects currently planned, there are a wide range of low carbon industries which could take advantage of the assets in the Tees Valley. These include:

- Second and third generation biofuels, bio-refining to produce chemicals to feed the existing chemical industry, using waste to produce biofuels, and advancing industrial biotechnology;
- Low Carbon energy production using waste and industry by-products, Carbon Capture and Storage, hazardous waste incinerators, increased efficiency of heat recovery, and offshore wind;
- Resource recovery, including composting, soil remediation, oil recovery, plastic reprocessing, anaerobic digestion, and decommissioning; expanding activities already provided in the Tees Valley;
- Increasing synergies between plants including using heat and CO₂ to grow plants and algae as a biofuel, district heating schemes, biomass drying and

absorption chilling; and

- Low carbon steel production.

The diverse portfolio of low carbon technologies all have potential to be integrated into the Tees Valley's manufacturing sector, and the Tees Valley is already seeing investor interest in each of these areas.

The Vision of a Low Carbon Tees Valley in the Future

Existing and planned low carbon developments will take place according to a strategic plan to facilitate symbiosis (one activity's waste becoming another's raw material) creating a diverse and resilient local economy. The Tees Valley will be the most advanced integrated low carbon system in Europe.

In future, all of the products that society takes for granted will need to be produced in a sustainable manner. Plastics, paints, textiles, and other consumables will need to be manufactured from bio-processing and be reusable or recyclable, to maximise the use of resources and minimise emissions. The Tees Valley will use existing infrastructure and skills to provide the building blocks for this type of manufacturing.

The process sector will continue to play an important role in the future of the Tees Valley, but will need access to effective and efficient biofuels for both energy and feedstock. This is recognised in the Low Carbon Industrial Strategy as one of the key opportunities for the UK, and the Tees Valley will play an important role in its realisation.

To compete globally and comply with European and UK environmental legislation the industry will need to move away from petrochemicals and towards alternative more sustainable sources of energy and raw materials. Demonstrating and scaling up innovative processes in the Tees Valley will facilitate the use of biological based products to replace oil based chemicals, enabling downstream uses, which may be based elsewhere in the UK, to continue with minimum disruption.

Continuing innovation facilitation will assist companies to produce plastics, textiles and other products that can themselves be recycled as fuel at the end of life. Tyres will be recycled as fuel, and waste will be used as energy. Excess steam will be used to grow algae as a fuel, to grow food crops, and provide heat for local networks. Local companies and residents will all benefit from these improvements for example in lower and more stable energy costs.

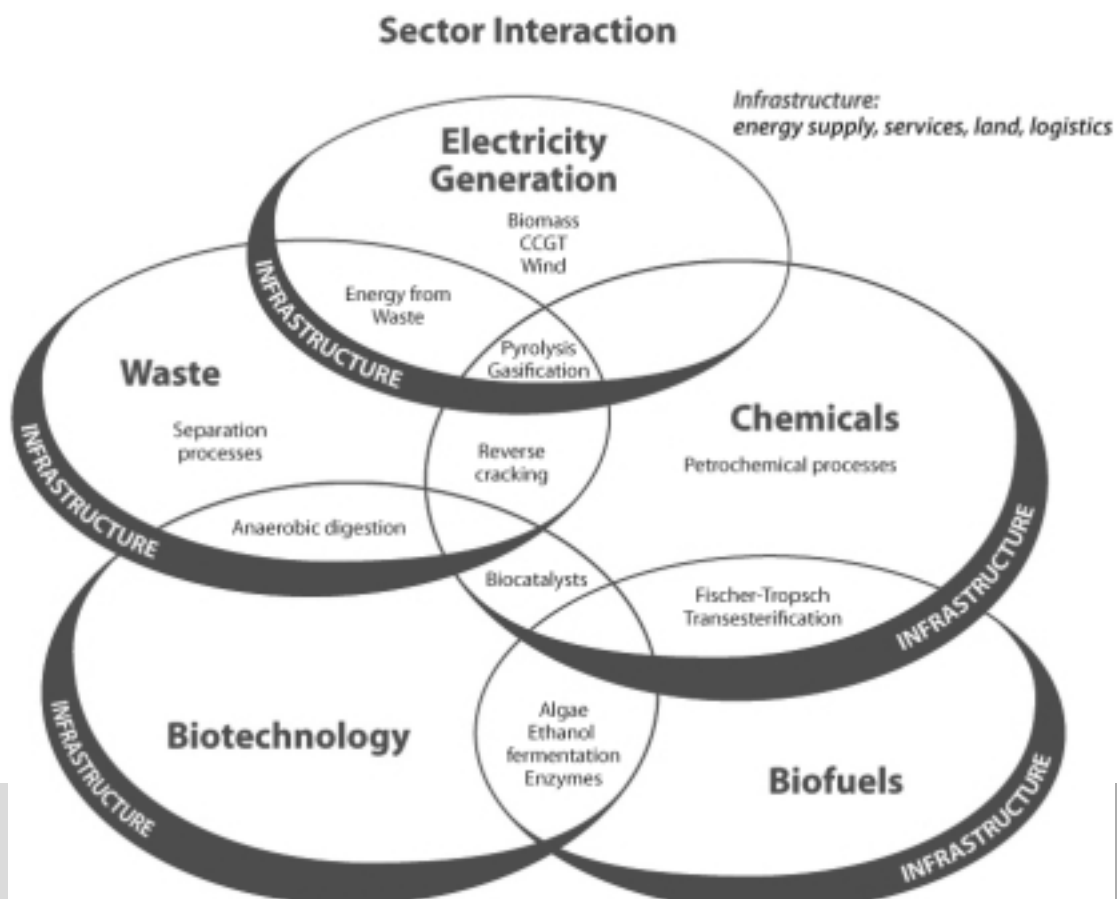
CCS in the Tees Valley will offer the incentive of lower operating costs for companies required to purchase emission permits to comply with the Emissions Trading Scheme. The Tees Valley will become a low cost location for energy intensive users of the future to invest and locate.

Expansion and central ownership of an increased local pipeline bundle will ensure local feedstock and services are available to potential investors. Existing and improved national pipeline connections will facilitate feedstock and energy movement, with the Tees Valley continuing to contribute significantly to the UK process sector, reducing the need for road transport.

Recycling and reuse will play a major role in the future Tees Valley economy. Engineering and fabrication skills, used previously to build oil platforms, will be transferred to decommissioning of major structures and for the construction of wind and wave farms.

The diagram below represents what the low carbon economy in the Tees Valley looks like in the future, it will consist of a diverse range of operations, all interlinked by their shared use of infrastructure, and symbiotic relationships. Not only are these process interlinked in the Tees Valley, they stimulate large supply chain throughout the UK and Europe. The advanced engineering and innovation developed in these industries will provide vital support to the UK in its transition to a low carbon

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Barriers and Actions

The Government's 'Building Britain's Future – New Industry New Jobs' states *"there is a vital role for better co-ordination of Government work at the regional and local level, working in partnership with the private sector. Each region has a unique set of challenges and capabilities, and the understanding of these is critical to effective policy delivery, as a rapid feedback to Government from delivery partners"*

Over the following pages we set out specific targeted actions which remove the key barriers to low carbon growth within the Tees Valley, demonstrate activities that we are already working on, and sets out where we need support from Government to deliver.

Barriers that Tees Valley Unlimited is Working to Resolve:

Guided by the local public private partnership, Tees Valley Unlimited, we are working to deliver this transition plan to move to a low carbon economy in the Tees Valley. This would build on local assets, and the opportunities offered through Building Britain Future – New Industry New Jobs to address national priorities. This work is being developed through joint working with the RDA and the Tees Valley Joint Strategy Unit, but our starting point is that it needs to be driven by the private sector. Our aim is to provide the public sector contribution to supporting private sector investment. The work includes:

- A major exercise mapping the economic potential and infrastructure in the North and South Tees area – this has been completed.

- Developing an agreed industrial development framework with local private sector land owners – this is in process.
- Strong leadership through a dedicated delivery team – this is being progressed
- Joint ongoing studies with the RDA, CPI and NEPIC, focusing on challenges and opportunities of key new and existing industries within the city region, industrial symbiosis, heat networks, and a North East Biofuels Strategy This will inform a 'road mapping' exercise later in the year, involving industry.
- Shared investment framework, and the identification of key barriers that might impede growth.
- Improving joint working on strategic policy and project management.

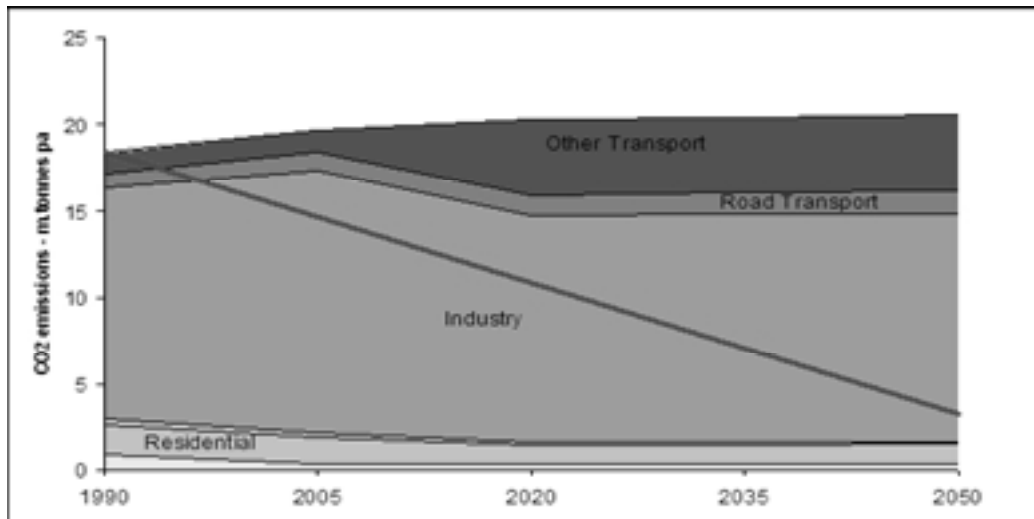
Most of these do not require the permission of the Government, but effective joint working between the Tees Valley Local Authorities, One North East and the private sector. However, the Government's endorsement of, and buy-in to the work, would provide a significant catalyst. There are some areas where the Government can specifically contribute, these are discussed below.

By early 2010 our aim is to have a revised business plan which charts how we will move to a low carbon economy that benefits both the nation and Tees Valley. Below is our action plan which sets out the steps we intend taking to deliver our new economy

Barriers we Need Government Help to Resolve:

1. Choosing the Tees Valley as a pre-combustion CCS pilot

The graph overleaf presents the Tees Valley projected CO₂ emissions by sector against the UK target to reduce CO₂ emissions by 80% by 2050. If the Tees Valley and the UK is to meet carbon reduction targets, industry needs to dramatically reduce its emissions. With the transition envisaged in this plan, such long term sustainability can be achieved in parallel with economic growth.



Source: AEA, Carbon Trajectories Project

Industrial CO₂ emissions in the Tees Valley are high because of the concentration of energy intensive users. A key threat to the industry is the change in the Emissions Trading Scheme (ETS) in 2013, which will provide a significant extra cost to these high emitters. In some cases, the reduction in profit could result in firms shutting down, or moving outside the EU.

The ETS is a market mechanism, and will inevitably lead to variability in the price of carbon. This is a key risk to low carbon investment that is reliant on a particular price of carbon being met.

Not reacting to the impact of the emissions trading scheme is not an option for the Tees Valley. Doing nothing risks more than 14,500 jobs in the North East. Tees Valley Unlimited considers the most effective way of dealing with the threat is to develop an area wide CCS network. CCS will reduce the cost of investing in the Tees Valley post 2013, safeguard 12,000 jobs, reduce Tees Valley industrial CO₂ emissions by 49%, as well as supporting heavy industrial users in the North of the region such as Alcan.

The CCS network proposal for the Tees Valley would generate electricity from coal, remove the CO₂, take CO₂ from existing operations, and then store the CO₂ under the North Sea. It will be the first demonstration of a multi-sourced industrial project, rather than just power generation. It will jointly explore different technologies and management/business approaches and requires some major technical and regulatory developments.

This proposition is currently bidding to be one of the UK's first CCS demonstrator projects. The Tees Valley is ideally placed to demonstrate this technology based on the concentration of CO₂ sources, existing infrastructure and skills, and the close proximity to storage locations in the North Sea.

If the CCS proposal is not supported through the UK competition, then the Tees Valley needs support to identify a different mechanism to deliver this critical piece of infrastructure. Furthermore, we need to lobby the UK and EU government to introduce an element of stability in the carbon price and policy mechanisms to give confidence to low carbon technologies and de-risk investment.

2. Using Tees Valley as a pilot area to facilitate symbiotic industries

There is a significant opportunity to make the industries present in the Tees Valley more sustainable by further integration between plants, agriculture and district heating. We need to test and scale up new technology to reduce energy costs, setting up demonstrator projects, and encourage supply contracts to be competitive.

Specifically there is the opportunity to transform waste and biomass such as wood into biological gases. These can be used as a feedstock in the existing chemical industry, and fuel for the automotive and aviation industries. Not only is this an efficient use of waste which will reduce our greenhouse gas emissions, it will remove the reliance on oil prices for chemical using firms.

Although the technologies to produce biological gases widely exist, or are in development, the regulatory frameworks are based on old processes, not these new technologies. This regulation often prevents these technologies from being used. We need government to undertake a full review of the regulation surrounding use of waste so that it facilitates, rather than prevents development. The Tees Valley can house demonstrations to test the practical implications of these changes.

3. Enhancement of rail gauge

Teesport is the 3rd largest port in the UK; however 54% of products which go to southern ports are then driven by road to the north. The £300 million expansion to Teesport (Northern Gateway Container Terminal) will not only reduce CO₂ by 38.5 million tonnes through reduction in road freight, but also provide critical infrastructure to import and export biomass and waste which will support the growing low carbon industries in the Tees Valley. However, in order to expand the port, the rail gauge along the south of the Tees between Teesport and the East Coast Main Line (ECML) at Darlington, needs to be increased.

In addition, rail gauge enhancements along the ECML itself, and through to Birmingham and the south west, are required to provide a national asset for increased freight movements by rail.

4. Acceleration of nationally important projects

The current Hartlepool nuclear power station is scheduled to be decommissioned in 2014, provided that no extension is announced, and a second nuclear power station is planned to be constructed by 2023. However, high national grid connection user charges by Ofgem discriminate against a second nuclear power station at Hartlepool in the short term. User charges by the National Grid are:

- £9.85 per kw in Hartlepool
- - £3.28 per kw for Hinkley Point in Somerset
- 0.25p per kw for Dungeness in Kent
- £2.11 per kw for Sizewell in Suffolk

The transmission charges for a new 1000 MW power station at Hartlepool are therefore £10 million per year compared to almost zero at Dungeness, simply due to its location.

However if the new Hartlepool power station does not go ahead it will result in 700 people, on an average salary of £35,000, being made redundant, costing the tax payer £15 million, and reducing the money circulating in the Tees Valley economy by £25 million a year. We therefore need to bring forward the construction of the new Hartlepool Power Station in to 2014 to 2019 period.

5. Panel of technical experts

One consistent message from companies investing in the Tees Valley is the complexity of the public sector, with many organisations involved. In comparison, European competitors, such as Rotterdam, who have single point contacts for investors, make the processes of developing, building and running a plant streamlined and user friendly.

We need a simple system, with a dedicated delivery team, accountable to Tees Valley Unlimited, to facilitate investment for the Tees Valley. Additional to this, a panel of technical experts from the Highways Agency, Environment Agency, Natural England, and the Health and Safety Executive, should be set up to work with the Local Authorities to speed up planning applications. In addition, experts from the National Grid and NEDL are also needed to give clear advice on power infrastructure issues.

6. New delivery vehicles

The Tees Valley is home to a unique set of infrastructure; however the process of securing this infrastructure for new developments can delay investment due to the range of land and pipe owners.

The Tees Valley has a patchwork of landowners, and while this is not an issue in its self, it is in contrast to other areas on the continent where the State own the port and the surrounding land, removing this complication. In order to facilitate investment we need to set up a number of innovative delivery vehicles to invest in Tees Valley infrastructure, speeding up the delivery of projects.

There are key strategic pieces of land which we need to purchase in the short term to enable future development to take place, pipe corridors which we need to safeguard, either through their purchase or through agreements with owners, and steam and heat networks which need to be established. In particular this would assist the development of an area wide CCS network.

In addition the Tees Valley has identified a number of upgrades to utilities such as electrical grids, which would enhance the capacity of infrastructure; however it is challenging to secure upfront investment in utilities without a confirmed end user. This discourages developments and leads to some developers bearing a disproportionate part of the upgrade costs. We need to proactively respond to this by developing a delivery vehicle that would undertake upfront upgrading works in receipt of future income from developers.

In order to invest in pipelines, upgrade utilities, buy land, run steam and heat networks, and deliver synergies between industries, we need to set up innovative delivery vehicles which allow the Tees Valley to compete with other global sites.

Not only will this allow the public sector to directly influence future investment through these delivery vehicles, it will also get a return on its investment through rental agreements, sale of assets, or developer contributions. While Tees Valley Unlimited will scope out what these delivery vehicles will be, we may need the backing of government.

The Action Plan:

From this assessment of the issues and potential actions, it is clear that some are long term strategic issues which are played out on a global scale, while others are immediate local concerns. Therefore, set out overleaf and on the following pages, is the action plan which details short, medium and long terms issues, the scale of the intervention and the cost associated.

Immediate Actions (0-1 years):

No	Action	Cost	Scale of Intervention	Owner
1	Sector Development Plans for: <ul style="list-style-type: none"> Offshore Wind Decommissioning Ports and logistics Carbon Capture and Storage Electricity generation Bulk chemicals Biotechnology Biofuels Waste and resources Steel 	£600,000 for the sector development plans £210,000 for marketing activity	City regional	Tees Valley Unlimited/One NorthEast
2	Establish a delivery team which will: <ul style="list-style-type: none"> Own the sector development plans Develop land use planning policies Develop the land availability strategy Provide knowledge and expertise to public and private sector Organise funding of off-site infrastructure Promote the Tees Valley industry Support key development projects Communicate between landowners, operators, agencies and authorities Lobby Clear redundant sites Deal with connections to national and local electricity grid Promote a one stop shop for developers in dealing with all planning and regulatory consents 	£250,000 revenue per year for a delivery team	City regional	Tees Valley Unlimited
3	Lobby for CCS network within the Tees Valley to help meet climate change targets, mitigate against impact of round 3 emissions trading scheme, and create a competitive location		City regional, regional, national and European	One NorthEast

	Action	Cost	Scale of Intervention	Owner
4	Identify resolution to impact of round three emission trading scheme if the CCS proposal is not successful in the UK competition, in order to safeguard jobs and manufacturing output		City regional, regional, national and European	One NorthEast
5	Initial funding to purchase of strategic pieces of land which will be recovered by development, ensuring key projects are delivered		Regional and City regional	One NorthEast
6	<ol style="list-style-type: none"> 1. Demonstration of industrial synergies and closed loop systems under the title 'Sustainable Tees Valley' 2. Understand existing and planned projects in Tees Valley 3. Continuing programme development and management 4. Monitoring and reporting 5. Developing vision and 'road map' and buy in from key stakeholders 6. Promote and support key projects that are in line with the vision 	<ol style="list-style-type: none"> 1. £0.5 million 2. £0.5 million 3. £1 million 4. £0.3 million 5. £1 million 6. £25 million 	<p>City regional</p> <p>Discussions underway between TVU/CPI and BIS on funding this project</p>	CPI, Tees Valley Unlimited
7	Lobby government to undertake a review of the regulatory framework covering use of waste and biological resources.		Government	DEFRA
8	Rail gauge enhancements between Darlington and Teesport, to facilitate port expansion	£3.5 million	Regional	Northern Way and Network Rail
9	Rail gauge enhancements along the East Coast Main Line and the Cross Country route	£20 million	National	Network Rail
10	Set up a technical panel to facilitate planning applications and infrastructure issues, working with the Local Authorities		City regional, regional and national	Government

Short Term Actions (1-3 years):

No	Action	Cost	Scale of Intervention	Owner
11	Improve the availability of pipeline corridors by assessing the mechanism to secure availability and delivery vehicle, prioritising the CO ₂ network	£50,000 for a feasibility study to develop delivery model Additional funding to buy pipes, and set up delivery organisation which would be recovered by development	City regional, led with support from regional and national government	Tees Valley Unlimited/ONE
12	Identify options for integrating energy use to provide competitive energy, influence service costs, and set up the appropriate delivery vehicle	£100,000 for a feasibility study which will identify, delivery vehicle and further costs of implementation	City regional	Tees Valley Unlimited/ONE
13	District heating network and delivery vehicle, providing cheap heat and steam to residents and industry, and integrate energy use, starting with a feasibility study	£130,000 for a feasibility study which will identify the costs of the system and delivery vehicles	City regional	Tees Valley Unlimited/ONE
14	Lobby EU and UK government to de-risk low carbon investment by increasing the stability of the price of carbon, and policy mechanisms such as the Renewable Heat Incentive, and the Renewable Transport Fuel Obligation		Regional, national and European	One NorthEast

Medium Term Actions (3+ years):

	Action	Cost	Scale of Intervention	Owner
15	Demonstration of energy optimisation technology to reduce energy costs	£50,000 for control optimisation expert Demonstration project in the range of £1 million	City regional	Tees Valley Unlimited
16	Accelerate the planned new nuclear power station at Hartlepool		National	Government

Added Value to the UK Economy

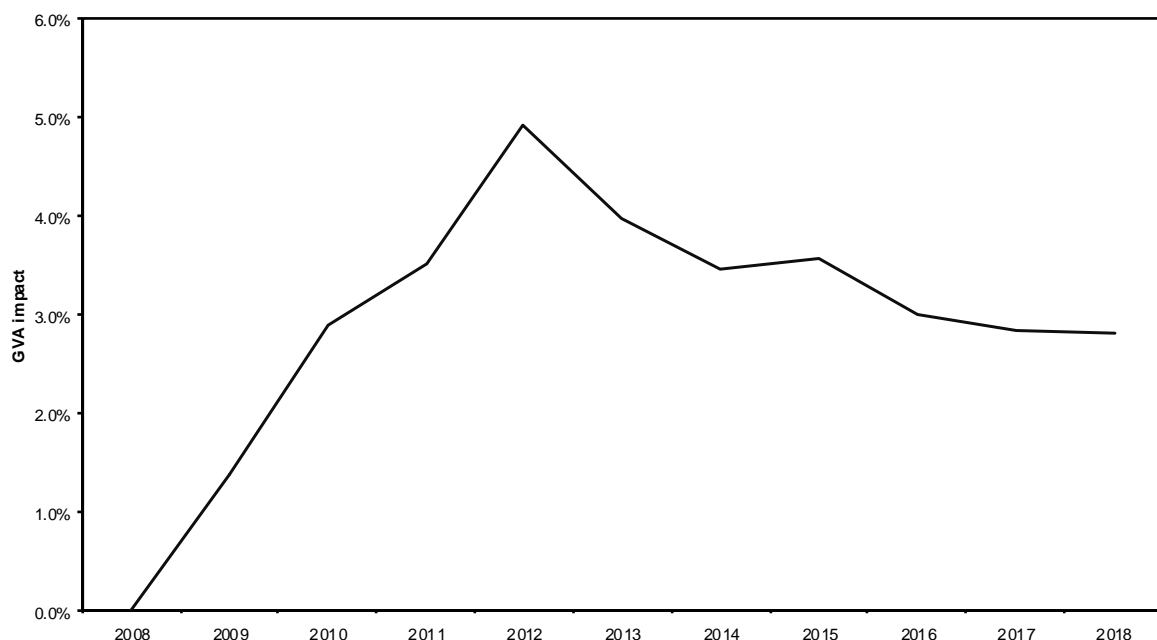
The existing power stations in the North East currently have an installed capacity of over 3000 MW. The planned investment projects outlined in this plan will increase this to over 5000 MW of secure, low carbon energy to the UK.

The substantial production of low carbon energy in the Tees Valley will support heavy industry to invest in the UK, by reducing the burden of EU Emissions Trading Scheme and provide low carbon electricity to be exported to the national grid.

Developing a range of low carbon technologies in the Tees Valley will create at least 2,000 highly skilled jobs, 11,500 construction jobs, and 4,000 indirect jobs.

Not only will these jobs benefit the Tees Valley, crucially they will be skilled in new, low carbon technologies which can be exported to the rest of the UK, accelerating the UK's, and the World's transition to the low carbon economy. The graph below demonstrates the modelled Tees Valley GVA impact of these investments which would provide over £3.5 billion to the UK economy over the next ten years.

This graph only includes those investments that we know are planned, not all of the potential low carbon opportunities, which will raise GVA further. The peak in the graph is due to the construction phase of some of the major projects.



The Tees Valley is not reliant upon one single technology or energy source. The range of technologies and processes offer a balanced, diversified range of low carbon options that will support existing UK industry as well as stimulate significant new investments

Biological based feedstock developed in the Tees Valley can be distributed through existing national pipeline connections. This will enable the UK to compete globally by reducing vulnerability to oil prices, whilst also enabling the UK chemicals sector to comply with EU legislation.

This will support UK biotechnology, chemical process, and manufacturing industries, as well as support inward investment and enable the UK to export novel processes, technologies, skills and biological based feedstocks.

There is a real opportunity to develop a low carbon infrastructure that is fully integrated with Tees Valley industries and technologies. Closed loop systems based on the clever use of 'waste' as a resource will provide feedstock for the existing chemical industry. Excess heat from industry will be captured to provide district heating for local communities, and biofuels will reduce transport emissions.

The existing assets, skills, investment trends and mature partnerships in the Tees Valley provide the opportunity to test, scale up, and deliver a diverse portfolio of pioneering low carbon technologies that are of national and international significance.

This will enable the UK to simultaneously decarbonise the economy and improve energy security, as well as developing competitive advantage in biotechnology, pre-combustion carbon capture and storage, thermal processes, industrial symbiosis and closed loop energy systems.

What We Need to Make It Happen

This Low Carbon Transition Plan sets out the reasons for, the barriers to, and the benefits of, establishing the Tees Valley as a major European centre for the low carbon economy, thus helping the Government deliver its national agenda. Our starting point is that it needs to be driven by the private sector. Our aim is to provide the public sector contribution to supporting private sector investment.

The plan also includes a series of short, medium and long term actions we believe are necessary to make this happen. In looking at the natural owner of many of these actions, Tees Valley Unlimited recurs, and this is a challenge that we are already rising to.

Actions that Tees Valley Unlimited can achieve are well under way, such as the establishing an agreed Industrial Development Framework with private sector landowners to overcome problems of fragmented land ownership, promotion of key projects, market research, and the background work to identify specific issues that may impede the predicted growth.

However, there are a number of actions that we need Government support to deliver. In short, Tees Valley Unlimited is looking to set up a joint task force with Government to make sure that our transition plan becomes reality. In particular, we need:

1. Choosing the Tees Valley as a pre combustion pilot project. There are already 18 major CO₂ emitters in the area and without CO₂ capture there will be a major impact on the competitiveness of industry. The Tees Valley project will be the first development/demonstration of a multi-sourced industrial project, rather than just power generation. It will involve jointly explore different technologies and management/business approaches and requires some major technical and regulatory developments (DECC).
2. Using the Tees Valley as a pilot area to facilitate symbiotic industries. The current regulatory framework can prevent the use of biological waste in low carbon industries. A pilot would test the practical amendments to these regulations (DECC).
3. Enhancement of the rail gauge from Teesport to Hartlepool and the East Coast Mainline to enable increased rail container usage, rather than increasing pressure on the road network. This would need to be a three way conversation with Network Rail (DfT).

4. Identification of key projects of national importance, that could potentially be sited in Tees Valley, and would benefit from accelerated planning and regulatory approval e.g. new Nuclear Power Station at Hartlepool.
5. The development of a strategic plan and approach to identify and enable key connections to the national grid, to facilitate the development of new power generation infrastructure (DECC).

We are proposing a panel of technical experts from the Highways Agency, Environment Agency, Natural England, NEDL, National Grid and the Health and Safety Executive, working with the local planning authorities to speed up the delivery of projects of national importance and the infrastructure connections.

We are also looking at new delivery vehicles, some of which may need the backing of the Government, to:

- d. Provide a robust integrated pipeline network to enable future developments to take place.
- e. Make strategic land acquisitions where appropriate to safeguard pipeline corridors or key strategic sites for future development.
- f. Invest in an energy network that provides certainty of energy supply and uses excess heat and steam for industrial use to help resist global fluctuations in energy prices.

The transition to a low carbon economy is essential. Countries, regions and areas that work together will be those that drive the growth associated with low carbon and reap the economic benefits. Tees Valley Unlimited wants the City Region, and the UK, to be a worldwide lead in rising to this challenge.

Currently, a window of opportunity exists not only to develop economic advantage through low carbon industry, but to embrace all aspects of a low carbon economy for the Tees Valley. Tees Valley Unlimited has the capability and capacity to show genuine leadership in seizing these opportunities, working in partnership to deliver economic growth, both nationally and within Europe, whilst being a model of environmental sustainability.