

# CABINET AGENDA



**Monday 9 January 2012**

**at 9.15am**

**in Committee Room B, Civic Centre, Hartlepool**

MEMBERS: CABINET:

The Mayor, Stuart Drummond

Councillors Brash, Hall, Hargreaves, Hill, Jackson, Payne, Simmons and H Thompson

**1. APOLOGIES FOR ABSENCE**

**2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**

**3. MINUTES**

To receive the Record of Decision in respect of the meeting held on 19 December 2011 (previously circulated).

**4. BUDGET AND POLICY FRAMEWORK**

No items

**5. KEY DECISIONS**

5.1 Moving Forward Together – The vision for adult social care in Hartlepool 2011-2014 – *Director of Child and Adult Services*

**6. OTHER ITEMS REQUIRING DECISION**

6.1 Local Infrastructure Plan – *Director of Regeneration and Neighbourhoods*

**7. ITEMS FOR DISCUSSION/INFORMATION**

7.1 Neighbourhood Management – *Director of Regeneration and Neighbourhoods*

# CABINET REPORT

9<sup>th</sup> January 2012



**Report of:** Director of Child and Adult Services

**Subject:** MOVING FORWARD TOGETHER – THE VISION  
FOR ADULT SOCIAL CARE IN HARTLEPOOL 2011-  
2014

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## SUMMARY

### 1. PURPOSE OF REPORT

To seek endorsement for the strategy: Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014.

### 2. SUMMARY OF CONTENTS

The strategy sets out the direction of travel for adult social care in Hartlepool for the next three years. The document looks at what has been achieved in recent years, sets out the vision for adult social care and outlines the priorities for 2011-14. A high level action plan reflects these priorities and will be used as a framework to deliver more detailed implementation plans for each service area. Adult Social Care services will be delivered in partnership with other local authorities, the NHS and a large range of statutory, voluntary and private providers as well as people who use services, carers, families and local communities.

The strategy has been through a consultation process with a wide range of stakeholders:

- The LINK and service user forums;
- Planning Groups;
- Carers' Strategy Group;
- HVDA networks;
- Hartlepool Council and Hartlepool Now websites;
- Council intranet;
- Hartlepool Mail press release.

**3. RELEVANCE TO CABINET**

Cabinet is requested to endorse Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014.

**4. TYPE OF DECISION**

Key Decision (CAS 104/11): tests 1 and 2 apply.

**5. DECISION MAKING ROUTE**

Forward Plan as key decision: portfolio report 14 November 2011 to request approval for the consultation process and final report to Cabinet on 9 January 2012 to request endorsement of the strategic direction for Adult Social Care in Hartlepool 2011-2014.

**6. DECISION(S) REQUIRED**

The endorsement of the strategy document Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014.

**Report of:** Director of Child and Adult Services

**Subject:** MOVING FORWARD TOGETHER – THE VISION  
FOR ADULT SOCIAL CARE IN HARTLEPOOL 2011-  
2014

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## **1. PURPOSE OF REPORT**

- 1.1 To seek endorsement for the strategy document Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014.

## **2. BACKGROUND**

- 2.1 The vision for adult social care in Hartlepool builds on the policies and direction of travel set out in national policy documents 2006-2011. The principles underpinning the national strategic direction for adult social care are personalised services, integrated health and social care with a leaner, more outcome focused and outward facing role for the public sector. The overall aim is for people to stay healthy and actively involved in their communities for longer, delaying or avoiding the need for targeted specialist services. Those people who need services should retain maximum control over the process.

- 2.2 The two key components to reflect transformational change are:

- Community based approaches;
- Personalisation of care and support.

Local authorities will increasingly work with independent, voluntary and third sector providers, people who use services and their carers to shape provision and extend the number of people commissioning their own service as well as expanding the range of local service providers.

## **3. THE HARTLEPOOL VISION FOR ADULT SOCIAL CARE**

- 3.1 The vision document (**Appendix 1**) sets out the demographic challenges to social care in Hartlepool, notes the significant progress made in transforming adult social care services to create more personalised services with a framework of economic recession and demographic challenges and builds on a commitment to enable people to live the life they want with the support they choose to meet their needs.

3.2 The vision document then sets out the priorities for delivering cost-effective, personalised and transformational services over the next three years. These principles are to:

- Provide a quality advice, information and support services to all the citizens of Hartlepool;
- Utilise social networking and other electronic media to reach out to people and promote technologies to keep people safe and confident in their homes;
- Ensure people are offered choice, control and safe/timely/accessible service that empower them to recover as quickly as possible or optimise their quality of life and manage their long-term conditions effectively;
- Increase the number of people who volunteer which will strengthen social capital and local communities;
- Increase the number of people who have a personal budget, empower them to take control of their outcomes and support the growth of a robust market place which offers choice and diversity of provision;
- Encourage the development of peer support networks and make local systems easy to navigate;
- Develop a flexible workforce adapted to new ways of working and amenable to change;
- Explore new types of service provision, working with partners to share outcomes, align budgets and join-up pathways to minimise duplication and waste;
- Work with neighbouring local authorities and health partners to develop a strategy for the delivery of personalisation and enable the sharing of innovation as resources shrink.

3.3 The high level action plan in the vision document sets out key activities, timescales and anticipated outcomes to achieve the priorities identified in the document.

3.4 The portfolio holder for Adult and Public Health Services has written a foreword to Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014.

#### **4. CONSULTATION**

4.1 The views of all local stakeholders in respect of the Moving Forward Together document were sought through a consultation process from September 2011 – December 2011 with:

- The LINK and service user forums including Partners in Policy Making;
- Planning Groups i.e. Champions of Older Lifestyle (previously the Older Person's LIT), Carers Strategy Group, Learning Disability Partnership Board, 50 plus Forum;
- Hartlepool Council and Hartlepool Now websites including a questionnaire delivered by Survey Monkey;

- Council intranet;
  - Hartlepool Mail press release.
- 4.2 Responses to the consultation process are set out at **Appendix 2**. The priorities identified by the department in the Moving Forward Together Vision document are broadly agreed with by those who participated in the survey.
- 4.3 A number of face-to-face meetings took place in addition to the on-line survey. The following issues and concerns were identified:
- Anxiety was expressed that wider scale cuts to the council's budget would lead to cuts in personal budgets. It was felt that Hartlepool had been innovative and flexible in the way personal budgets are used and people did not want this flexibility to be lost;
  - Ambivalence around the modernisation of day services. Some people felt the service had 'gone backwards' while others felt that personal budgets enabled people to be 'out and about' and do what they wanted to do;
  - Endorsement of supporting people in their own homes and wishing to see more investment in 'extra care' housing;
  - Concern at 'sharing services' with other areas. "Hartlepool is a centre of excellence – we know what works, we don't want other people telling us – we want to keep our power";
  - Concern that transport had not been highlighted as an important factor. The reduction in bus services was cited as a problem as it made it difficult for people to go out without transport, it was difficult to access services – especially in the evenings. People said they had stopped attending activities in the evenings because of a lack of transport. Taxis were felt to be too expensive and there were too few 'accessible to wheelchair' taxis. Some people felt there was a safeguarding issue if people missed the last buses and were left stranded.
  - The issue of transport became the one thing that people become most passionate and animated about.

## 5. SUMMARY

- 5.1 Adult Social Care is currently undergoing key development in the way services are designed and delivered to reflect a modern system of social care built on personalisation, partnership, safeguarding adults in vulnerable circumstances and providing more control to people and their carers.
- 5.2 Moving Forward Together – The Vision for Adult Social Care in Hartlepool 2011-2014 promotes this partnership approach in delivering good quality care and the importance of personalised care for people who use services. The high level action plan aims to translate the challenges at the heart of this vision into a reality on the ground over the next three years.

**6. RECOMMENDATION**

- 6.1 Cabinet is recommended to endorse this document as Hartlepool's vision for adult social care.

**7. CONTACT OFFICER**

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**8. BACKGROUND PAPERS / REFERENCES**

Department of Health (2010): A Vision for Adult Social Care: Capable Communities and Active Citizens.

[www.puttingpeoplefirst.org.uk/ThinkLocalActPersonal/](http://www.puttingpeoplefirst.org.uk/ThinkLocalActPersonal/)

[www.dh.gov.uk/socialcare](http://www.dh.gov.uk/socialcare)

[www.dhcarenetworks.org.uk](http://www.dhcarenetworks.org.uk)

[www.hartlepool.gov.uk/movingforwardtogether](http://www.hartlepool.gov.uk/movingforwardtogether)

[www.hartlepoolnow.co.uk](http://www.hartlepoolnow.co.uk)



## Moving Forward Together

The vision for adult social care in Hartlepool 2011-2014

Hartlepool Borough Council  
Child and Adult Services





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## FOREWARD

**From : Councillor Ged Hall – Portfolio Holder,  
Adult Services and Public Health**

I am very pleased to be able to offer my support to the publication of this document “Moving Forward Together – the vision for adult social care in Hartlepool 2011-2014”.

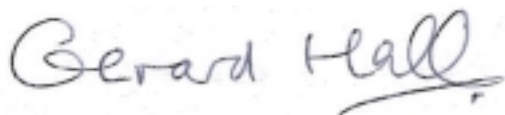
I have often referred to social care and safeguarding procedures as the “hidden services” because many people do not appreciate their scale or significance until they, or a member of their family, needs to access them.

Indeed, between a quarter and a third of Hartlepool’s net council budget is required to maintain the services we provide for older people, people with Mental Health issues and those with physical and learning disabilities, approximately £25 million per annum.

When Government announces that spending on the N.H.S. is to be preserved, and that up to £1.7 billion can be provided for adult social care, these measures are, of course, to be welcomed; however, on reading the document, the other side of the argument must be borne in mind – with the increasing demographic pressures on society, more funding is indeed required to ensure that all citizens have access to care needed. (A few years ago the major political parties tended to agree that there was a funding gap of some £6 billion to meet pressures).

In Hartlepool, we have a reputation for doing things “the Hartlepool way” – in other words finding our own initiatives and developing them to deliver excellent services – we were, for instance, a pioneer in the personalisation agenda frequently referred to.

I feel sure that the joint commitment of Council officers, members and valued partners to the needs of the most vulnerable will continue to ensure that we provide the best services possible in difficult times.

A handwritten signature in blue ink that reads "Gerard Hall". The signature is written in a cursive style with a horizontal line under the name.

# SECTION ONE

## 1. Introduction

- 1.1 This document sets out our vision for adult social care in Hartlepool for the next three years. The vision encompasses all adults regardless of age, disability, gender, culture, faith, sexuality or ethnicity.

Since 'Our Health, Our Care, Our Say' in 2006 which laid out a major programme of change for social care, our services have been transforming to focus on independence, personalisation and partnership working across the health and social care sector. Appendix 1 sets out the policy directives of the last five years.

- 1.2 Adult social care will be facing many challenges over the next few years:

- increasing demand as a result of people living longer, often with complex health conditions;
- the impact of the recession on public finances;
- people increasingly expecting that services should be person-centred and give them more choice and control'
- an ageing workforce and fewer young people entering the social care workforce;
- an increase in the numbers of people needing care but a reduction in the number of carers;
- the national vision for social care focusing on independence, personalisation and the devolution of responsibility to mutual and user-led organisations, carers and people using services;
- the expectation that Local Authorities (LAs) will increase their capacity to shape local service provision, expand the number of individual commissioners of services and extend the range of service providers locally.

- 1.3 We have made significant achievements over the last few years with the Care Quality Commission awarding us the following performance assessment result in 2010:

Outcome	Assessment
Improved health and wellbeing	Excellent
Improved quality of life	Excellent
Making a positive contribution	Excellent
Increased choice and control	Excellent
Freedom from discrimination and harassment	Performing Well
Economic well-being	Excellent
Maintaining personal dignity and respect	Performing Well
OVERALL ASESSMENT	EXCELLENT

This document looks at what we have achieved over the last few years, sets out our vision for adult social care and outlines our priorities for 2011-2014. A high level action plan reflects these priorities and will be used as the framework to deliver more detailed implementation plans for each area of service.

## SECTION TWO

### 2. Our Vision

#### 2.1 The National Context

Our vision for adult social care builds on the policies and direction of travel set out in Our Health, Our Care, Our Say (2006), Putting People First (2007 and 2009), Valuing People Now (2009), Living Well with Dementia (2009), Shaping the Future of Care Together (2009), Personal Care at Home(2009), New Horizons (2009) and the Carer's Strategy 2010. All these policies set out the need for services to be personalised, promote independence, choice and control and deliver the outcomes that will make a difference to people's lives. There is an increasing emphasis on the role of preventative measures such as reablement in reducing dependency and supporting people to live in their own homes for as long as possible.

Recently three new policy documents have been issued to set out the strategic direction of travel over the next few years:

- A Vision of Adult Social Care : Capable communities and active citizens (2010);
- Equity and Excellence: Liberating the NHS (2010);
- Think Local Act Personal : Next Steps in transforming adult social (2011) - Appendix 1

These strategies build on the achievements of the last few years. The principles of personalisation and integrated health and social care remain at the centre of reform, underpinning a leaner, more outcomes-focussed and outward-facing role for the public sector. The overall aim is to enable as many people as possible to stay healthy and actively involved in their communities for longer, delaying or avoiding the need for targeted services. Those who do need help should retain maximum control over the process. The two key components to effect transformational change are:

- Community based approaches and
- Personalisation of care and support.

LAs will increasingly work with independent, voluntary and third sector providers, people who use services and carers to shape provision and extend the number of people commissioning their own services as well as expanding the range of local service providers. LAs will increasingly become enablers and commissioners rather than directly providing services.

#### 2.2 The Local Vision

Our vision for adult social care in Hartlepool is based on the six principles set out in A Vision for Adult Social Care (2010):

- Prevention: people are engaged in maintaining their own independence. Support focuses on helping people regain their independence to the greatest possible extent;
- Personalisation: individuals not institutions take control of their care. Personal budgets, preferably as direct payments, are provided to all eligible people. Information about care and support is available for all local people, regardless of whether or not they fund their own care.
- Plurality: the diversity of people's needs is matched by diverse service provision. LAs help to stimulate a broad market of high quality service providers and help to create the conditions in which new local support initiatives and social enterprises can thrive.
- Partnership: Support services are developed in partnership with the NHS, other agencies and local communities. Services are co-produced with the people who use them, building on their strengths, assets, networks of resources and potential for contributing to their local communities;
- Productivity : services are efficient, innovative, give value for money and support autonomy rather than dependency;
- Protection : safeguards are in place against the risk of abuse or neglect but risk is not used to limit people's activity;
- People: the workforce is empowered to deliver support with skill and imagination and is given the freedom to do so. Both staff and people using services should be empowered to take positive risks and respond creatively.

Social care provides support for people to maintain their independence and quality of life. We believe that people should be treated as individuals who have the right to be treated with dignity, respect and who are enabled to make decisions for themselves to the greatest possible extent. Our vision is for people to increasingly become direct commissioners of services and we will work with providers to develop a broader range of services and with local communities to actively build social capital and promote social inclusion for all local citizens. We will focus on maximising community capacity. Our vision acknowledges that care and support is provided by a multiplicity of others – carers, families, neighbours, mutuals, user-led organisations and social enterprises. Our vision over the next few years will see us delivering quality assurance, protection from harm and abuse, providing information and advice for all our local population and shaping the local care market to provide choice and diversity. We will increasingly work with health and other partners to deliver holistic services.

### 2.3 Our vision for adult social care in Hartlepool focuses on the four core activities:

- A. Universal approaches designed for all our citizens. We will provide advice and information to help people choose services they need to remain living as independently as possible in the community. A community based approach for everyone will be underpinned by the Joint Strategic Needs Assessment (JSNA) which identifies the needs

of the local community and brings together all the available resources in the area in a jointly funded outcomes-based approach.

We will focus on maximising existing community capacity and focus on greater choice, control and connecting up communities and networks for and with people.

We will promote health and well-being, try to avoid hospital admissions and respond to requests for social care assessments in a timely way.

- B. Targeted Support. We will work with more vulnerable people to offer crisis support, adaptations, re-ablement, intermediate care, personal budgets, care management, carer support and safeguarding services. We will focus care management and social work resources on areas that require our involvement such as formal elements of assessment, authorising support plans, reviewing packages of care and helping people in complex or risky situations. We will utilise our resources towards people who need the most support and into targeted prevention programmes. We will also focus on the development of suitable housing, extra care facilities and supported living options by working closely with housing providers and the third sector to achieve efficiencies and support innovation.
- C. Monitoring Performance. We will be held to account by the people using our services. We will utilize peer review and benchmarking together with a stronger local voice and accountability (building on the current Local Involvement Network (LINK), service user focus groups and experience questionnaires) to take responsibility for quality assurance and make our services responsive to the people we serve. We will include outcome measures within our performance monitoring regime.
- D. Workforce. Delivering our vision will require a capable and responsive workforce committed to using personalisation principles and skilled in terms of navigation, brokerage and community development. We expect to see, following the principles of plurality and partnership, more of our workforce increasingly employed in a range of organisations including mutuals, employee owned co-operatives, user-led organisations, existing independent sector employees and by people who use care and support services. We expect to see new and continuing professional roles being developed and employment opportunities growing over the next few years. We are committed to working with our LA and health partners across the Tees Valley to both develop our workforce for the future and explore innovative ways of sharing services and for developing new and creative ways of delivering services to the people within our communities.

- 2.4 Our vision for adult social care is underpinned by the concept of personalisation. All our services will be built around the person to ensure choice, control, flexibility, independence and autonomy to the greatest possible extent. We will offer a personal budget as the norm to people who need support as a way of increasing their control and purchasing power. As a result we expect to see more people who use services choosing to employ their own staff directly.

We recognise that personalisation is about more than personal budgets. It represents a fundamental shift in the relationship between the citizen and public services. We are committed to supporting people to achieve a more fulfilling and independent life by extending the control they have over their care and support. We will promote user-led organisations and focus on community initiatives which are underpinned by a pivotal role for volunteers and the growth of social capital. We will encourage people to maximise their independence, utilise their assets and take responsibility for their own lives wherever possible.



## SECTION THREE

### 3. Demographic Challenges

3.1 Hartlepool is one of the most deprived areas in England with the Audit Commission ranking it 23<sup>rd</sup> out of 354 LAs. 8 of the 17 wards in Hartlepool are among the 10% most deprived in the country:

- Unemployment claimant rate is 3.9% (national average 2.4%)
- Level of limiting long term illness is 17.3% (national average 13.8%)
- Proportion in receipt of key benefits is 21% (national average 13%)
- People with health problems is 24% (national average 18%)
- Ethnic grouping other than British is 1.2% (national average 9.1%)  
(*Tees Valley Joint Strategic Unit*)

Mapping by MOSAIC for deprivation by postcode confirms the high number of households which have:

- Poor diet and health
- High levels of unemployment
- Income support
- Social problems
- Financial worries

The profile produced by the Association of Public Health Observatories and the Department of health confirms that:

- The percentage of the Hartlepool population on GP mental health registers is significantly higher than the England average;
- Rates for alcohol related hospital stays and substance misuse treatment are also significantly higher than the England average

The total population of Hartlepool is set to decrease from 90,200 in 2003 to 87,100 in 2021 but the numbers of people above retirement age will increase by 27%. By 2026 it is expected there will be 1.7 million more adults in Britain who need care and support. People are living longer and whilst the increase in life expectancy is to be welcomed, this also challenges adult social care as people have complex health conditions into old age. Demographic pressures will also impact on the workforce as the population profile shows there will be a decline in the proportion of people of working age who can provide care and support.

3.2 In 2010, we supported 5,478 people to live independently through social care services.

The numbers of people with disabilities in Hartlepool is predicted to increase:

- Learning Disabilities (18-64): 1,366 in 2009 to 1,398 in 2030 (2.3%)
- Physical Disabilities (18-64): 4,432 in 2009 to 4,519 in 2030 (1.93%)
- Mental Health (18-64): 9,097 in 2009 to 9,195 in 2030 (1.07%)  
(*PANSI: Projecting Adult Needs and Service Information System*)
- Dementia: 968 in 2009 to 1635 in 2030 (68%)
- Limiting long term illness: 8,420 in 2009 to 12,753 in 2030 (34%)  
(*POPPI: Prevalence modelling for older populations*)

In 2010 we identified 9,853 people as carers (11.1% of the population) with 2,680 people providing over 50 hours caring a week. 134 young carers aged 7-18 were receiving support from the Young Carers Project.

#### KEY FACTS

- The number of people over 85 in the UK will increase by over 50% over the next decade;
- The number of sight impaired people is expected to double over the next 20 years;
- The number of people with dementia in the UK will double. Current cost to the economy is £17 billion a year;
- Unpaid carers save the state £87 billion a year;
- As people live longer and expectations rise there will be a significant strain on resources to support all people with disabilities.

- 3.3 We have been working alongside our health partners through the Joint Strategic Needs Assessment (JSNA) to look at our future service planning in light of local demographic challenges (A Local Resource for Intelligence-led Commissioning, 2010, Hartlepool Borough Council/Hartlepool PCT).

## SECTION FOUR

### 4. What We Have Achieved

- 4.1 We have made significant progress in transforming adult social care services to create personalised services within a framework of economic recession and demographic challenges. We have built upon our commitment to enable people to live the life they want with the support they choose to meet their needs.

Reviewing where we are now forms the basis for setting our priorities for the next three years.

Our achievements include:

- The development of 'Hartlepool Now' a web-based information site, including a Trusted Trades Register, accessible to all citizens and which has seen a steady increase in activity over the last 12 months.
- A range of new adult social care fact sheets, easily downloadable.
- The development of Connected Care in Owton with its associated social enterprise 'Who Cares NE'. A team of local navigators work with local people to support them to achieve their quality of life outcomes. The social enterprise commissions a range of support services including the Handyperson scheme, Supported Access to Independent Living Services (SAILS) which supports people in their homes to prevent admission to hospital or residential care, a time-bank and luncheon clubs. Currently operating in Owton Ward, this model will now be developed across the borough over the next 2 years;
- Social care staff co-located with our NHS partners and focused on local communities to deliver more seamless services to people;
- The development of a Centre for Independent Living (CIL) as a resource owned by the local community as well as being a focus for user-led organisations and a venue for training and health promotion activities;
- An increase in the number of extra care housing places available by 215 over the last 12 months, with 457 places available in March 2011;
- Carers have been supported with a Carers' Emergency Respite Services and a Carers Information Service and the Carers Strategy Group has over-seen the distribution of £70,000 of Carers' Grant in 2010-2011 to support carers' community support initiatives in Hartlepool.
- An increase in the number of telecare units from 700 to 960 units in March 2011;
- Six accessible 'Changing Places' facilities for people with disabilities across the borough;
- A refreshed pathway, protocols and policy for people in transition from child to adult services with an operational group in place to steer the work;
- Modernisation of day opportunities services for people with a learning disability and mental health needs;

- Launched the Autism Alert card and developed a local Autism Action Plan linked to the requirements within the Autism Act 2009;
- Completion of campus re-provision. People have been supported to move from hospital campus provision to new accommodation and access the support they need to lead their lives within the community – including an ‘independent travel training’ programme;
- Enabling people with a learning disability living in a residential setting to move to supported living models by working with providers to put in place Individual Service Funds;
- Establishing an integrated mental health and learning disabilities employment and floating support service;
- Delivering re-ablement and intermediate care services in partnership with NHS partners;
- Promoting robust safeguarding services through a joint Teeswide Safeguarding Vulnerable Adults Board, a local multi-agency Safeguarding Vulnerability Board and a discrete Safeguarding Unit with robust policies, procedures and well-trained practitioners;
- Investment in safeguarding, personalisation, autism and dementia training for all appropriate staff;
- Promoting the Dignity in Care agenda. We have hosted three provider events to develop ways to improve the quality of care in residential homes and the experience of citizens using services in the community. We have Dignity Champions in our services and in many local care homes. Lay assessors (LINK) visit people using services to provide rich information in terms of ongoing quality assurance;
- Over 1,500 people now have a personal budget with more choice and control over the services they receive (79% of people who are eligible for a personal budget).

4.2 These examples reflect a robust platform from which to take forward the new strategic direction for adult social care. The current turbulent environment places even more emphasis on the need to work closely with all statutory, private and third sector providers to collaborate in the delivery of services that minimise duplication and waste in the systems.

Significant challenges lie before us in the years ahead. Demographic pressures place increasing demands on services and the implications of possible changes as LAs move from being providers to commissioners, are difficult to quantify or plan for. The need to deliver efficiencies with minimum impact on front line staff and ways to achieve this, contribute to both uncertainty and an opportunity to develop shared services across the sector, new ways of delivering services and maximising people's own networks, resources and those of local communities.

Transformation of services over the next three years will continue. The goal, however, remains to deliver high quality, cost-effective services that deliver outcomes that people have identified themselves to improve their quality of life. We remain focused on this principle, in the delivery of adult social care, across the continuum of need from low-level prevention to maintenance and end of life care.

## SECTION FIVE

### 5. Priorities for the Future

- 5.1 Our vision for adult social care in Hartlepool over the next three years is that the services and support that we commission enable or provide will be more personalised, more preventative and more focused on delivering the best outcomes for people who use those services. We believe that the priority outcomes set out in 'A New Vision for Adult Social Care: Scoping Service Users' Views' (2011) are consistent with the aspirations of the people we work with:

- |  |
|--|
| <ol style="list-style-type: none"><li>1. Maintaining independence</li><li>2. Keeping clean and comfortable</li><li>3. Enjoying a clean and orderly environment</li><li>4. Being safe</li><li>5. Access to social contact and company</li><li>6. Keeping active and alert</li><li>7. Living healthier and longer lives</li><li>8. An adequate income</li><li>9. Opportunities to contribute to the community</li><li>10. Feeling valued</li></ol> |
|--|

- 5.2 The model that underpins our vision of services reflects:

- Whole persons and personalised responses
- Empowerment as citizens
- Choice and diversity
- Reciprocity / assets / strengths
- Checks and balances
- Social capital
- Partnership and a community-facing ethos.

- 5.3 The next few years will be extremely challenging with demographic and economic pressures as well as the raised expectations in line with delivering personalisation, choice and control for people using services. We have made significant progress in modernising and transforming adult social care services over the last few years but more needs to be done if we are to meet the challenges that face us now.

Our priorities will be to:

- Provide advice, information and support for all our citizens to keep them safe, well, empowered to live independently in their own homes and contributing to their communities;
- Utilise social networking and other electronic media to reach out to people and promote the use of technologies to keep people safe and confident to live in their own homes;

- Ensure that people who need higher levels of support are offered choice, control and timely and accessible services that empower them to recover as quickly as possible or live a good quality of life and manage long-term conditions effectively;
- Encourage communities to become socially inclusive and increase the numbers of people who volunteer to strengthen social capital and networks of support;
- Increase the numbers of people who have a personal budget, empower them to take control of their outcomes and support the growth of a robust market place offering choice and diversity of provision;
- Support the development of peer-support networks and make local systems easy to use and self-navigate
- Develop a flexible workforce that is adaptable to new ways of working, encouraged to seek new and innovative ways to support people, skilled in community development and amenable to change;
- Explore new types of service provision, working with our partners to share outcomes and budgets and join-up pathways to minimise duplication and waste;
- Be bold in challenging ourselves and others to seek more efficient, effective and transformative ways to deliver services that are valued by the people who use them.
- Work with our neighbouring LAs and health partners to develop a strategy for the delivery of personalisation and enable the sharing of innovation as resources shrink.

5.4 The high level action plan at Appendix 2 will provide a framework for the detailed work required to meet the challenges of delivering adult social care over the next three years in Hartlepool and across the Tees Valley in partnership with other Local Authorities, the NHS and a range of statutory, voluntary and private providers as well as people who use services, carers, families and our local communities.

## SECTION SIX

### 6. How we will know if we have achieved our vision

- 6.1 Section 5 sets out our priorities for the next three years. We will regularly monitor and evaluate how we are doing against our action plan (Appendix 2), through our own performance management systems and by asking people we work with if they have been supported to achieve the outcomes that they have identified as important for them.

We know that there are some outcomes from our vision that must be in place in three years time if we are to have been successful in meeting our priorities:

1. Good quality, up-to-date and accessible information is available in a range of formats and utilising web sites for everyone so that they can get the information and advice they need;
2. A dynamic and varied market in personalised social care is in place offering people a choice in the way they receive support;
3. Strong partnerships are evident with a joined-up approach between social care, health, housing, employment and other sector partners to deliver better outcomes for people;
4. People are kept safe and risks are managed to maximise people's choice, control and ability to take risks to develop their potential;
5. More people are living in the community, supported to lead independent lives and receiving a personal budget which helps them to achieve their personal outcomes;
6. More people are empowered to be active and socially engaged regardless of age, disability or caring responsibilities;
7. Carers feel recognised, valued and supported;
8. New ways of working with health and communities are in place to support people stay well, manage needs before they escalate and increasingly evidence a growth in social capital, volunteering and inclusive networks of support;
9. More people with disabilities or mental health needs have settled accommodation and are in employment;
10. People are only spending as long as they need in hospital and can manage their long term conditions for themselves using new technologies;

11. More people are supported to remain in their own homes and regain their independence after a crisis or period of ill-health by utilising robust re-ablement services in a timely and accessible way;
12. Good quality residential care services are available to those who need them with personal dignity for people promoted at all times;
13. Our systems and processes for service delivery are as lean as possible, simple to use, fit for purpose with more people accessing self-assessment and managing their own support.
14. Different organisations are working in partnership together to provide transformative cost-effective, efficient services with joint pathways and shared services where appropriate.



## NATIONAL POLICIES 2006-2011

Since 2006 the government has been looking at new ways in which to deliver a social care system which is fit for the 21<sup>st</sup> century.

Various government documents have been published during this time:

- ***Our Health, Our Care, Our Say (2006)*** – A white paper heralding a major programme of change for social care and focussing on independence, personalisation and partnership working, particularly with the health service.
- ***Putting People First (2009)*** – A unique concordat bringing together many government departments in a formal agreement focussed on developing personalised services, promoting independence and offering personal choice and control.
- ***Valuing People Now (2009)*** – A cross-government strategy for 2009-2012 which has a clear emphasis on delivering the vision set out in Valuing People (2001). All people with a learning disability are 'people first'. They have the same right to lead their lives like any other, with the same opportunities and responsibilities and to be treated with the same dignity and respect.
- ***Living well with dementia: A National Dementia Strategy (2009)*** – This strategy looks at the huge challenge dementia presents to society, both now and in the future.
- ***Shaping the Future of Care Together (2009)*** – A green paper on social care funding proposes a National Care Service to address the perceived unfairness of so-called postcode lotteries and also puts forward several models for social care funding to provide greater security for all.
- ***Personal Care at Home (2009)*** – This places emphasis on the role of preventative measures such as enablement in reducing dependency and increasing independence, responding to people's desire to live in their own home for as long as possible.
- ***New Horizons (2009)*** – A cross-government programme of action to improve the mental health and well-being of the population along with the quality and accessibility of services for people with mental ill-health.

- ***Carers at the Heart of 21<sup>st</sup> Century Families (2009)*** and ***Recognised, Valued and Supported: Next Steps for the Carers' Strategy (2010)*** – These documents recognise the value of carers' contributions to social care and society and offers to personalise support to carers with their caring role and education and employment opportunities.
- ***The Vision for Adult Social Care (2010)*** – This vision reaffirms the principles of personalisation and encourages further reform to develop a leaner, more outcome-focussed and outward facing public sector. The overall aim is to enable as many people as possible to stay healthy and actively involved in their communities for longer, delaying or avoiding the need for targeted services. Those people who do need help should retain maximum control over the process.
- ***Equity and Excellence (2010)*** – This outlines plans for a strong role for local councils in working with GP / clinical commissioning consortia to ensure greater integration of social care and health, the promotion of health and wellbeing in their local populations and the prevention of dependency. Joint Strategic Needs Assessments (JSNAs) will be a key tool in the arrangements for improved democratic accountability. The move towards council leadership for local health improvements, the development of Health and Wellbeing Boards, the development of Joint Health and Wellbeing Strategies, the creation of a National Public Health Service and the creation of GP / clinical commissioning consortia pave the way for the integration of health and social care.
- ***No Health without Mental Health (2011)*** – This cross-government mental health outcomes strategy for people of all ages represents a major step forward in mainstreaming mental health and achieving parity of esteem between physical and mental health. The interconnections between mental health, housing, employment and the criminal justice system are stressed. Priority is given to the development of personalisation, the imperative to offer personal budgets where appropriate and to increase access to talking therapies.

***Think Local Act Personal (2011)*** – This is a sector-wide partnership agreement across twenty-one organisations to move forward with personalisation and community-based support. Resources should be used to target improvement outcomes for people and reduce bureaucracy in the delivery of services. The direction of travel for adult social care dovetails with the 'Big Society' agenda:

- Empowering communities
- Opening up public services to a range of providers
- Promoting social action by encouraging people from all issues of life to play a more active part in their communities, i.e. volunteering, philanthropy and the 'good neighbour' ethos.

- ***Fairer Care Funding: The Dilnott Commission on the Funding of Care and Support (2011)*** – This report sets out proposals for developing a funding system that is a fair partnership between the state and the individual and which takes account of the vital role of families and carers.
- ***The Law Commission*** is looking at reform of the law underpinning adult social care by creating a single, modern statute that helps people to understand whether services can or should be provided.
- ***A Social Care White paper*** will be published 2011/2012 that sets the future direction of social care together with legislation to establish a modern and financially sustainable framework fit for the twenty-first century.

ACTION	LEAD	TIMESCALE	OUTCOME
1. Continue to develop a range of information through 'Hartlepool Now', other web technologies and fact-sheets accessible in a range of formats.	<ul style="list-style-type: none"> <li>• Leigh Keeble</li> <li>• Margaret Hunt</li> </ul>	March 2013	All citizens in Hartlepool will have access to a broad range of information about adult social care services and the wider community resources available to them.
2. Continue to develop user focus groups, user / carer surveys and the Working Together for Change project. Support the development of the Centre for Independent Living (CIL) and other user led initiatives. Develop peer-support and peer review mechanisms for people who use services.	<ul style="list-style-type: none"> <li>• Leigh Keeble</li> <li>• Margaret Hunt</li> <li>• Chris Hom</li> <li>• Sarah Ward</li> <li>• Neil Harrison</li> </ul>	March 2013	People who use services are empowered to co-design, deliver and evaluate services. Services are contributing to the outcomes people want to see achieved in their local communities.
3. Develop 'Connected Care' services across Hartlepool which supports people to live at home and contribute to their local communities.	<ul style="list-style-type: none"> <li>• Geraldine Martin</li> <li>• John Lovatt</li> <li>• Phil Homsby</li> </ul>	March 2013	People have locally-based support that enables them to live safely at home and empowers them to contribute their assets and strengths to networks of support in their local communities.
<p>4. Continue to offer Personal Budgets to all people eligible for services, to include carers and children.</p> <p>Monitor progress in implementing personal budgets in mental health services.</p> <p>Support the development of the personal health budget pilot.</p>	<ul style="list-style-type: none"> <li>• Sarah Ward</li> <li>• Geraldine Martin</li> <li>• Steve Thomas</li> <li>• Jeanette Willis</li> </ul>	March 2013	People in Hartlepool who are eligible for social care services are able to utilise their personal budgets to achieve their defined outcomes in a way which maximises their choice and control over the way they receive support.

ACTION	LEAD	TIMESCALE	OUTCOME
5. Develop robust care pathways, systems and processes to promote re-ablement and intermediate care services in partnership with health services.	<ul style="list-style-type: none"> <li>• John Lovatt</li> <li>• Phil Homsby</li> </ul>	July 2012	People are confident that they will be able to access services to keep them at home as long as possible or help them to return home safely from hospital in a timely way.
6. Continue to implement the Dignity in Care campaign by working closely with providers to deliver services that promote respect, dignity and personalisation regardless of setting.	<ul style="list-style-type: none"> <li>• Steve Thomas</li> <li>• Phil Homsby</li> <li>• John Lovatt</li> <li>• Geraldine Martin</li> </ul>	March 2013	People feel safe, respected and their rights are upheld as citizens of Hartlepool and as valued members of their local communities.
7. Continue to support carers with a range of services through implementing the Carers' Strategy and developing personal budgets to maximise choice and control.	<ul style="list-style-type: none"> <li>• Steve Thomas</li> <li>• Phil Homsby</li> <li>• Jeanette Willis</li> <li>• Sarah Ward</li> </ul>	March 2013	Carers feel respected, valued, empowered to continue their caring role and confident that they can access the support they need as required.
8. Continue to implement the roll out of assistive technologies to keep people safe in their own homes and communities.	<ul style="list-style-type: none"> <li>• Steve Thomas</li> <li>• John Lovatt</li> <li>• Phil Homsby</li> </ul>	March 2013	People feel safe and supported to live confidentially in their own homes with help on hand when needed.
9. Continue to develop employment opportunities for people with disabilities and mental health needs in partnership with employment sector partners.	<ul style="list-style-type: none"> <li>• Neil Harrison</li> <li>• Chris Hom</li> <li>• Geraldine Martin</li> </ul>	March 2013	More people with disabilities or mental health needs are able to access education, volunteering and employment opportunities.

ACTION	LEAD	TIMESCALE	OUTCOME
10. Continue to modernise day opportunities' services for people in Hartlepool by implementing the outcomes from the Working Together for Change Project.	<ul style="list-style-type: none"> <li>• Neil Harrison</li> <li>• Sarah Ward</li> <li>• Chris Hom</li> </ul>	March 2013	People say that day opportunities services are supportive, flexible, accessible and link them to ordinary community resources to promote social inclusion.
11. Support the Waverley Terrace allotment project to develop a social enterprise that grows the business and develops opportunities for healthy eating, training, education and employment.	<ul style="list-style-type: none"> <li>• Chris Hom</li> <li>• Neil Harrison</li> <li>• Geraldine Martin</li> </ul>	March 2013	Waverley Terrace allotment is a thriving social enterprise delivering a range of opportunities for people to access exercise, health eating habits, learn new skills and enjoy employment opportunities.
12. Continue to work with housing providers to develop extra-care provision, individual service funds for people in supported living and accommodation and support to bring people with complex needs back to Hartlepool.	<ul style="list-style-type: none"> <li>• Neil Harrison</li> <li>• Sarah Ward</li> <li>• John Lovatt</li> <li>• Phil Homsby</li> </ul>	March 2013	There is a sufficient supply of accommodation in Hartlepool to meet the diverse needs of its population. People currently living out of area can return to Hartlepool where this is their wish and people living in supported living arrangements are confident that the services they receive are 'personalised'.

ACTION	LEAD	TIMESCALE	OUTCOME
<p>13. Refresh the Joint Strategic Needs Assessment annually in partnership with sector partners to deliver joined up outcomes and intelligent commissioning. De-commission services that are unable to deliver value for money or personalised outcomes. Work with providers to understand personalisation and outcomes-focused contracts.</p>	<ul style="list-style-type: none"> <li>• Louise Wallace</li> <li>• Jill Harrison</li> <li>• Phil Homsby</li> <li>• Neil Harrison</li> <li>• Geraldine Martin</li> </ul>	March 2013	<p>People, though the Health and Wellbeing Board have helped to shape the JSNA and own the identified priority development needs for their communities. Contracts are outcomes-focused and people can purchase/chose personalised services from a range of providers in a diverse market place.</p>
<p>14. Develop and implement CONTROCC and Care First 6 to improve performance monitoring and management.</p> <p>Develop a web-based system to enable people who use services to both complete self-assessments and view and manage their accounts on-line.</p>	<ul style="list-style-type: none"> <li>• John Lovatt</li> <li>• Trevor Smith</li> <li>• Jeanette Willis</li> </ul>	March 2013	<p>Timely, accurate and relevant performance data are available to managers. People using services can access and manage their service accounts on-line.</p>
<p>15. Develop and implement training for social care practitioners in personalisation, re-ablement, community development, safeguarding, transitions, dementia and autism. Work with Tees Valley LAs to develop a shared workforce strategy and implementation team.</p> <p>Review the workforce to ensure optimum skill-mix and coherent succession planning.</p>	<ul style="list-style-type: none"> <li>• Margaret Hunt</li> <li>• Leigh Keeble</li> <li>• Gwenda Pout</li> </ul>	March 2013	<p>A committed workforce, skilled to deliver support to people in the right way and only when it is needed.</p> <p>Workforce development and commissioning training packages are delivered on a Tees Valley shared service basis to optimise efficiencies and economies of scale.</p>

ACTION	LEAD	TIMESCALE	OUTCOME
16. Continue to develop and implement safeguarding systems locally, in partnership with neighbouring LA partners and reflecting the findings from the recent Safeguarding Peer Review.	<ul style="list-style-type: none"> <li>• Jill Harrison</li> <li>• John Lovatt</li> </ul>	March 2012	People in Hartlepool are kept safe from harm to the greatest possible extent. Sector partners work together to effect this outcome. People are clear about risks and supported to take good decisions in an empowering way.
<p>17. Work with Tees Valley LAs to consider developing shared services and / or a Local Authority Trading Company to release efficiencies, maximise synergy and encourage innovation.</p> <p>Work with health partners to consider the feasibility of developing a Care Trust Plus model for the delivery of integrated services.</p>	<ul style="list-style-type: none"> <li>• Jill Harrison</li> <li>• Geraldine Martin</li> <li>• John Lovatt</li> </ul>	March 2014	People who use services know that their LA is committed to securing services for them to maximise resource, secure efficiencies and constantly strives to deliver new and innovative models of support within adult social care.



## **Moving Forward Together – responses to consultation**

### **Methods of consultation**

A draft copy of 'Moving Forward Together – The vision for adult social care in Hartlepool 2011-2014' was made available at [www.hartlepool.gov.uk/movingforwardtogether](http://www.hartlepool.gov.uk/movingforwardtogether). A questionnaire was compiled reflecting the priorities identified in the vision and respondents were asked to comment on how important they considered the priorities to be. A copy of the questions developed for the consultation is contained in Appendix A.

The questionnaire was posted online via the council's Survey Monkey consultation tool with a clear link to the questionnaire from the council's website.

Details of the availability of the online questionnaire were sent to Heads of Service, Team Managers and Modernisation leads. All were asked to forward details of the consultation to staff and to groups and boards that people were associated with. In addition, the details of the questionnaire were sent to the Local Involvement Network (LINK) and Hartlepool Voluntary Development Agency (HVDA) who were asked to distribute the details to their networks. Reminder emails were sent at regular intervals.

Details of the consultation were also distributed via the Commissioning Team to all service providers including residential care homes and home care providers.

Details were also regularly posted on Facebook and Twitter.

Finally, a number of face-to-face sessions were held with people. This included the Partners in Policy Making group, the Adult Social Care Service User Focus Group and a group of self-advocates with learning disabilities.

### **Feedback**

With regards to the online Hartlepool survey, 33 people completed the questionnaire.

Of those who completed the survey:

- 41% were users of social care services
- 22% were carers of someone who uses social care services
- 28% were employees of a care or health organisation (including the council)
- 9% were none of the above

47% of those who completed the survey were female, 53% male.

The questionnaire contained a number of statements which were actions identified as part of vision. Participants were asked to tell us how important each action/statement was. Participants were asked to rank statements as being very important, fairly important, neither important nor unimportant, fairly unimportant, very unimportant, don't know.

For the purposes of this report, due to the low number, fairly unimportant and very unimportant responses have been grouped 'unimportant'. All other responses remain as recorded.

(Please note, all percentages have been rounded up or rounded down so do not always total 100% response).

#### **Statement One**

**The council will produce a wide range of information about adult social care services and the resources available to Hartlepool residents.**

79% Very important  
18% Fairly important  
3% Neither important nor unimportant  
0% Unimportant  
0% Don't know

#### **Statement Two**

**The council will empower service users to co-design, deliver and evaluate services.**

48% Very important  
43% Fairly important  
7% Neither important nor unimportant  
0% Unimportant  
3% Don't know

#### **Statement Three**

**The council will continue to develop services in Hartlepool to support people to live at home longer, and for them to contribute to their local communities, through locally based support.**

84% Very important  
12% Fairly important  
3% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Four**

**The council will continue to offer, monitor and support personal budgets to all eligible service users, to help people maximise the choice and control they have over the way they receive support.**

82% Very important  
9% Fairly important  
6% Neither important nor unimportant  
3% Unimportant  
0% Don't know

**Statement Five**

**The council will develop mechanisms to ensure that Hartlepool residents are confident that they can stay at home for as long as possible, and that there will be help available to them to return home safely from hospital in a timely way.**

79% Very important  
21% Fairly important  
0% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Six**

**The council will continue to work closely with providers to ensure that people feel safe and respected, and that their rights are upheld as citizens of Hartlepool and as a valued member of their local community.**

75% Very important  
19% Fairly important  
3% Neither important nor unimportant  
3% Unimportant  
0% Don't know

**Statement Seven**

**The council will continue to support carers to feel respected, valued and empowered to continue their caring role, and confident that they can access the support they need as required.**

72% Very important  
21% Fairly important  
3% Neither important nor unimportant  
0% Unimportant  
3% Don't know

**Statement Eight**

**The council will continue to provide equipment to ensure service users feel safe and supported to live confidently in their own homes with help on hand when needed.**

82% Very important  
18% Fairly important  
0% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Nine**

**The council will continue to develop employment opportunities for people with disabilities and mental health needs in partnership with employment sector partners.**

63% Very important  
28% Fairly important  
9% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Ten**

**The council will continue to modernise the day opportunities services for Hartlepool service users.**

62% Very important  
38% Fairly important  
0% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Eleven**

**The council will support the Waverley Terrace Allotment project, which delivers a range of opportunities for people to access exercise, healthy eating habits, to learn new skills and to enjoy employment opportunities.**

44% Very important  
40% Fairly important  
7% Neither important nor unimportant  
0% Unimportant  
10% Don't know

**Statement Twelve**

**The council will continue to work closely with housing providers to ensure there is a sufficient supply of accommodation in Hartlepool to meet the diverse and complex needs of its population**

55% Very important  
42% Fairly important  
3% Neither important nor unimportant  
0% Unimportant  
0% Don't know

**Statement Thirteen**

**The council will refresh the Joint Strategic Needs Assessment annually, to ensure that contracts are outcome-focused, and that people can obtain a personalised service from a range of providers.**

62% Very important  
28% Fairly important  
3% Neither important nor unimportant  
3% Unimportant  
3% Don't know

**Statement Fourteen**

**The council will develop a web-based system to enable people who use services to both complete self-assessments and to view and manage their accounts online**

18% Very important  
52% Fairly important  
19% Neither important nor unimportant  
3% Unimportant  
7% Don't know

**Statement Fifteen**

**The council will develop and implement training for social care practitioners to ensure they are skilled to deliver support to people in the right way and only when it is needed.**

79% Very important  
15% Fairly important  
0% Neither important nor unimportant  
3% Unimportant  
3% Don't know

**Statement Sixteen**

**The council will continue to develop and implement safeguarding systems to ensure that people in Hartlepool are kept safe from harm to the greatest possible extent and that they are supported to take good decisions in an empowering way.**

79% Very important  
 21% Fairly important  
 0% Neither important nor unimportant  
 0% Unimportant  
 0% Don't know

**Statement Seventeen**

**The council will consider developing shared services with other Tees Valley local authorities, to make cost efficiencies, whilst ensuring Hartlepool service users know their council is delivering new and innovative models of support with adult social care.**

42% Very important  
 46% Fairly important  
 3% Neither important nor unimportant  
 0% Unimportant  
 3% Don't know

As the data shows, the responses indicate that the priorities identified by the department are agreed with by those who participated in the survey. The only exceptions to this are statements 4, 6, 13, 14 and 15 when there is an indication that the statements were not regarded as important. However, it should be noted that in all of these cases, only 1 person indicated that they felt the statement was 'fairly unimportant'.

There were some differences in the level of importance given to some statements. This is particularly relevant to statement 14 – the council will develop a web-based system to enable people who use services to both complete self-assessments and to view and manage their accounts online. Whilst the majority, 70% indicated some level of support for the importance of the action, it was the only action where 20% (6 participants) thought the action was neither important nor unimportant, 1 person thought it was unimportant and 2 did not know.

During the period of consultation a number of face-to-face meetings took place. Whilst these people completed the questionnaires, it also gave the opportunity for discussion around particular statements and issues and these are detailed below.

Firstly, in all sessions there was some general discussion around the problems in identifying particular actions as being more important than others. If you look at the actions in isolation then there was overwhelming agreement that they are all important. However, if you start comparing their importance, it became more difficult. This led to discussions along the lines of “ .... Well providing information is really important but not at the cost of something like safeguarding”.

Whilst it was not an intention of the questionnaire to ask people to rank the priorities in terms of order of importance, it was an interesting unintentional consequence that the discussions its completion generated provided some insight into the decisions the council has to make about service provision.

**Statement 4 – the council will continue to offer, monitor and support personal budgets to all eligible service users, to help people maximise the choice and control they have over the way they receive support.**

There were some worries expressed that wider scale cuts in the councils budget could lead to more specific cuts in personal budgets and/or resource allocation. It was agreed that Hartlepool had been innovative and flexible in the way personal budgets are used and people did not want to see this flexibility lost.

**Statement 10 – the council will continue to modernise day opportunities services for Hartlepool service users.**

Issues around personal budgets were again prevalent when discussions moved on to day services. There were some quite polar positions in relation to day services. Below is an example of one exchange:

“I think that since the day services have been modernised they have gone backwards. Take here, the room is small and the numbers have gone down so M doesn’t have people to talk to. She used to really enjoy the social part of coming here and there is not enough carers because numbers have gone down”

“but that is one of the problems with these places, people were doing nothing so with personal budgets they can be out and about now. Maybe you just need to find out what M really wants to do and then use a personal budget to help her do that.”

**Statement Twelve - the council will continue to work closely with housing providers to ensure there is a sufficient supply of accommodation in Hartlepool to meet the diverse and complex needs of its population**

One comment has been received in relation to the importance of supporting people at home:

“I believe that it is vital to support individuals to remain at home, having come from a social care background the benefits to the individual remaining at home far outweighs the option to enter residential care... in terms of the rising number of people suffering from dementia and following research is expected to double, it would be great to invest in these areas to provide more extra care establishments specifically for dementia sufferers and their families.”

**Statement Seventeen - the council will consider developing shared services with other Tees Valley local authorities, to make cost efficiencies, whilst ensuring Hartlepool service users know their council is delivering new and innovative models of support with adult social care.**

The issue of sharing services generated quite considerable discussions and below are two responses which pick up on other concerns raised.

“I am concerned as to who and what services you are talking about. We don't want to become the poor relation again – it's what happened before and we don't to be submerged again. We need to make sure we have priority in terms of decisions”

“When you look at the stats for achievement, Hartlepool are a centre of excellence and we want to share that –we know what works, we don't want other people telling us. We want to look after our local services for our local people and we want to stay there. We are a centre of excellence and we want to stay that – we want to keep our power.”

The self-advocates with learning disabilities (11 people) were supported in completing the questionnaires. At the end of the questionnaires, the group were asked whether they had any issues they wanted to add or any other areas they felt were important.

The group advised that they thought it was really important that we did consult with as many people as possible and were glad to take part in this consultation. However, they did say that the questionnaire needed to be more accessible as they would not have been able to complete it without support.

We do acknowledge that some of the questions were quite difficult to understand and agreed that future questionnaires would be simplified. Some of the group had attended the recent Learning Disability Partnership Board where the Qwizdom voting system had been used to consult with the group about the Department of Health caring for our future consultation. The group thought that using the method used at the board had been more useful.

The key issue for the group and one which they were disappointed had not been included as an importance factor to the department was related to transport.



The group felt that the situation as it was now with a very limited bus service after 6 made it really difficult for people to go out. They felt that they were missing out on social opportunities so no matter how flexible we made the services, without transport, they were difficult to access. The group reported that some services had been forced to close their evening activities because numbers had dropped so much that the income from subs made them no longer viable. When people had asked why they had stopped attending these activities it was always because of the lack of transport.

Some people thought that this could have an affect on people's health as they were stuck in every evening unless they had a carer who was able to transport them around. However, for younger people living with their parents, they did not want their parents driving them places in the evening as they felt this impacted on their independence.

The group advised that taxis were too expensive and some people just didn't like taxis especially people using wheelchairs as there were very few accessible taxis. Some members of the group felt that this could even be a safeguarding issue if people missed the last buses and were left stranded.

For the group at the session, this issue around transport did become the one thing that they became most passionate and animated about. It was agreed that this would be fed into this report for future consideration.

Development Team  
December 2011

# **CABINET REPORT**

**9<sup>th</sup> January 2012**



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **LOCAL INFRASTRUCTURE PLAN**

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## **SUMMARY**

### **1. PURPOSE OF REPORT**

- 1.1 This report seeks Cabinet approval for the Local Infrastructure Plan which forms part of the Core Strategy evidence base.

### **2. SUMMARY OF CONTENTS**

- 2.1 The report explains the purpose of the Local Infrastructure Plan (LIP), outlines the main elements of the Plan which is attached as **appendix 1** to the report, summarises some of the key issues arising from the key stakeholder consultation that took place between August and September and seeks Cabinet endorsement of the Plan.

### **3. RELEVANCE TO CABINET**

- 3.1 The content of the LIP contains issues which relate to several Portfolios.

### **4. TYPE OF DECISION**

- 4.1 Non Key

### **5. DECISION MAKING ROUTE**

- 5.1 Cabinet 9<sup>th</sup> January 2012.

**6. DECISION REQUIRED**

6.1 Cabinet is asked to:

- i) Endorse the Local Infrastructure Plan
- ii) Delegate authority to Assistant Director, Regeneration and Planning to approve any final small amendments following the finalisation of the update work by Tees Valley Unlimited on the Area Action Plan (AAP) in relation to the Highways Network.

**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** **LOCAL INFRASTRUCTURE PLAN**

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**1. PURPOSE OF REPORT**

- 1.1 This report seeks Cabinet approval for the Local Infrastructure Plan which forms part of the Core Strategy evidence base.

**2. BACKGROUND**

- 2.1 The draft consultation version of the Local Infrastructure Plan (LIP) was presented to Cabinet on the 15<sup>th</sup> August 2011. A key stakeholder consultation was undertaken for a period of six weeks between August and September 2011 and the document has now taken account of representations made during this period and has been updated where appropriate. The document now needs to be endorsed by Cabinet to form part of the evidence base to support the Core Strategy.
- 2.2 The LIP is an integral element of the Core Strategy. At the time of Publication it will be necessary to have in place a Local Infrastructure Plan which identifies the elements of key infrastructure which need to be provided to support the delivery of the Core Strategy. The LIP identifies the type of infrastructure required to facilitate the allocations within the Core Strategy and assesses the following infrastructure needs:
- Transport infrastructure;
  - Education provision;
  - Health provision;
  - Provision of Utilities;
  - Green infrastructure;
  - Sports pitches and indoor sports facilities;
  - Coastal and Flood Defences; and
  - Landfill and Waste
- 2.3 This Local Infrastructure Plan (LIP) identifies the type of infrastructure required to facilitate the allocations within the Core Strategy and sets out the likely infrastructure improvements which will need to happen, who may deliver them and how the infrastructure may be funded. It will form a key part of the Core Strategy evidence base and will be the mechanism by which its delivery can be monitored.

### 3. KEY STAKEHOLDER CONSULTATION FEEDBACK

- 3.1 There were 13 responses received during the consultation period from a range of key consultees. A full summary of the responses and HBC officer response is attached as **Appendix 2**.
- 3.2 In general the document seemed to be well received with positive responses being received from organisations such as Natural England, the Homes and Communities Agency (HCA), The Fens Residents Association, the Ambulance Service and the Highways Agency (HA). Some small changes were suggested by these organisations which on the whole have been incorporated in the final version where appropriate.
- 3.3 Responses were also received from other organisations such as Greatham Parish Council, Sport England, The Civic Society and English Heritage. These responses suggested a large number of changes some of which have been accepted and included in the final version, whilst others were not considered appropriate.
- 3.4 The Office of Nuclear Regulation responded to say they had no comments to make at this time. They also said they would be looking to meet with Council officers to discuss strategic issues in relation to Hartlepool Power Station.
- 3.5 There were two main issue which arose from the HA's response. The first was their continued concern at the inclusion of the North Burn site within the Core Strategy and the impact that this development would have on the Strategic Road Network. The second was the need to update the Area Action Plan which is a strategic highway modelling tool which Tees Valley Unlimited (TVU) run in conjunction with the local authorities and the HA. This model was last run in 2009. This model is currently being re-run by TVU to reflect the current land allocation strategy set out in the Core Strategy. It is not anticipated that any junctions will be highlighted as problems which are not already accounted for within Table 1 within the Local Infrastructure Plan (**Appendix 1**). If the AAP does however highlight the need for works to any additional junctions, delegated authority to the Assistant Director (Regeneration and Planning) would be sought to approve any minor amendments to Table 1 in the LIP.

### 4. FINANCIAL CONSIDERATIONS

- 4.1 There are no financial implications relating to the endorsement of the LIP.

### 5. LEGAL CONSIDERATIONS

- 5.1 There is a statutory duty on the Local Authority to have an up-to-date LIP to illustrate the deliverability of the Core Strategy.

**6. DECISION REQUIRED**

6.1 Cabinet is asked to:

- i) Endorse the Local Infrastructure Plan
- ii) Delegate authority to Assistant Director, Regeneration and Planning to approve any final small amendments following the finalisation of the update work by Tees Valley Unlimited on the Area Action Plan (AAP) in relation to the Highways Network.

**7. CONTACT OFFICER**

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## **6.1 Appendix 1**



# **HARTLEPOOL LOCAL INFRASTRUCTURE PLAN JANUARY 2012**

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# **1 INTRODUCTION**

## **1.0 What is a Local Infrastructure Plan and why is it required?**

1.1 The Council is preparing a Core Strategy which will guide the scale and distribution of new development, the use of land and buildings and the provision of infrastructure in the Borough over the next 15 years.

1.2 In order to create sustainable communities in the Borough, providing new development opportunities for housing and employment, is not sufficient. There is also a need to provide the necessary supporting physical, social and green infrastructure in the appropriate location and at the right point in time.

1.3 This Local Infrastructure Plan (LIP) is an integral element of the Core Strategy. It identifies the type of infrastructure required to facilitate the allocations within the Core Strategy and sets out the likely infrastructure improvements which will need to happen, who may deliver them and how the infrastructure may be funded. It will form a key part of the Core Strategy evidence base and will be the mechanism by which its delivery can be monitored. This LIP will identify, as far as possible:

- Infrastructure needs
- Potential Funding sources
- Responsibilities for delivery

1.4 The LIP needs to set out a realistic delivery programme for the Core Strategy; it will be consistent with other Council strategies, as well as delivery plans and investment programmes from other infrastructure providers.

1.5 A consultation on the draft LIP was sent to key stakeholders in August 2011 for comment. This final version of the LIP includes changes which resulted from this consultation period.

1.6 Copies of the final document are available at:

Bryan Hanson House  
Hanson Square  
Hartlepool  
TS24 7BT

1.7 They will also be available to view on the Council's website:  
[www.hartlepool.gov.uk](http://www.hartlepool.gov.uk)

## 2 INFRASTRUCTURE PROVISION - A POLICY CONTEXT

- 2.1 The National Infrastructure Plan published by the Treasury in October 2010 in response to the spending review, provides detailed evidence of the Government's commitment to continue to strengthen the nation's capital assets:

*"For the economy to flourish, people, goods and information must move freely. Businesses across all regions and industries need the right conditions to grow. Reliable infrastructure: energy, water, transport, digital communications and waste disposal networks and facilities, are essential to achieve this. Ensuring these networks are integrated and resilient is vital."*

- 2.2 Coordinating development and the delivery of accompanying infrastructure has become more prominent in recent years. PPS12<sup>1</sup> states that to deliver sustainable communities, 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 Hartlepool, taking account of its type and distribution. This Local Infrastructure Plan (LIP) should also include the specific infrastructure requirements of any strategic locations which are allocated in the Core Strategy.

- 2.3 The Coalition Government has signalled a number of priorities for its transport programmes. Alongside the effective prioritisation of public spending on transport and the vigorous pursuit of efficiency, the Government has highlighted the primacy of two transport challenges of national importance<sup>2</sup>, namely:

- Supporting growth by improving the links that move goods and people around our economy, and
- Tackling climate change through policies which deliver technology and behaviour that will decarbonise mobility as we progress through the 21st Century.

- 2.3 Infrastructure Delivery: Spatial Plans in Practice<sup>3</sup> recommends that infrastructure delivery requirements should be related to the broader implementation of policies. Reflecting this, the Core Strategy should identify key infrastructure requirements, their funding and delivery mechanisms (where known) for the policies within the plan.

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<sup>1</sup> Planning Policy Statement 12 – "Local Spatial Planning" - DCLG – June 2008

<sup>2</sup> Speech by The Rt Hon Philip Hammond MP, Secretary of State for Transport, 10 September 2010, IBM START Conference: Business Summit

<sup>3</sup> Infrastructure Delivery: Spatial Plans in Practice – Supporting the reform of Local Planning - DCLG – June 2008

- 2.4 PPS1<sup>4</sup> also states that planning authorities should ensure that infrastructure and services are provided to support new and existing economic development and housing. Further guidance is provided in PPS3<sup>5</sup> which states that the planning system should deliver Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.
- 2.5 The Tees Valley Local Enterprise Partnership (LEP) recognises the importance of having comprehensive and modern infrastructure in place to attract world class businesses into the Tees Valley. Understanding the needs and constraints in relation to infrastructure including highways issues, flooding, hazards and electricity and water will enable the Tees Valley to be competitively placed to compete with its European and International competitors. The LEP are likely to take the lead on the development of a Tees Valley Strategic Infrastructure Plan.
- 2.6 Through this LIP the Council should be able to co-ordinate infrastructure providers and the delivery of infrastructure over the plan period.
- 2.7 The Council will also seek to ensure that other planning documents within the Local Development Framework as well as other key documents within the Council, such as the Local Transport Plan and the Sustainable Community Strategy, are in general conformity with the Core Strategy, including this Infrastructure Plan.

### **3 Infrastructure Delivery in Hartlepool**

- 3.1 The Core Strategy policies will provide the spatial direction for Hartlepool. This LIP provides a framework within which detailed infrastructure projects can be identified and prepared at a local level, covering topics such as highways, education and health.
- 3.2 Hartlepool's future sustainable growth and development depends on the timely funding and delivery of supporting infrastructure that reflects the scale and type of development and the needs in the locality; without it, new development may be delayed and/or there could be unacceptable adverse social, economic or environmental impacts on existing infrastructure.
- 3.3 Improved alignment of investment is critical to delivery of timely infrastructure. Whilst public sector funding will contribute towards some of the infrastructure delivery to provide the growth set out in the Core Strategy, major cuts in government spending, especially in the short term,

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<sup>4</sup> Planning Policy Statement 1 – “Delivering Sustainable Development” – ODPM – January 2005

<sup>5</sup> Planning Policy Statement 3 – “Housing” – June 2010

makes it difficult to plan for long-term growth. Commercial companies and private infrastructure providers also need to contribute significantly towards infrastructure delivery over the coming years to ensure that a sound system is in place to accommodate the strategic growth planned for within the Core Strategy. These new developments should minimise the pressure put on existing infrastructure in the town. Further work still needs to be done with the responsible infrastructure providers to ensure that the Borough's necessary infrastructure is provided in a timely fashion. Where appropriate this information will be used to inform and update this Plan.

- 3.4 For the latter part of the Core Strategy plan period, infrastructure requirements may not be as precise as for the early part. However policies and proposals will not be included in the Core Strategy where this LIP cannot demonstrate that there is a contingency arrangement in place should the proposed deliverability mechanism stall.

#### **4.0 Infrastructure Requirements to support the Core Strategy**

- 4.1 In preparing the Core Strategy, the Council has, and will continue to engage, in discussions with key infrastructure providers to ensure that, at this strategic level, plans are in place to underpin infrastructure delivery.
- 4.2 In relation to the Core Strategy, the key areas of infrastructure provision are considered to be:
- Transport infrastructure;
  - Education provision;
  - Health provision;
  - Provision of Utilities;
  - Green infrastructure;
  - Sports pitches and indoor sports facilities;
  - Coastal and Flood Defences; and
  - Minerals and Waste

## 5.0 Transport Infrastructure

- 5.1 The provision of modern, competitive transport infrastructure that improves both internal and external connectivity will assist in improving the economic performance and urban competitiveness within the Tees Valley. The Statement of Transport Ambition for the Tees Valley identifies specific objectives and priorities for transport over the next 10-15 years, which will help make the vision, set out in the Tees Valley Economic and Regeneration Statement of Ambition<sup>6</sup> (SoA) a reality.
- 5.2 The transport system is regarded as a potential constraint on economic growth, in particular the ability of the trunk road network to cope with future development and the lack of accessibility of jobs by public transport. Key projects to tackle this issue include:
- Improving the Tees Valley City Region bus network to offer a step change in public transport provision in terms of frequency, reliability, quality and convenience, with a coordinated approach to public transport provision and to enhance access from local residential areas to town centres and major employment locations (Tees Valley Major Bus Scheme);
  - Developing a sub-regional, integrated public transport system based on the existing heavy rail system to create a high quality, fast and reliable solution (Tees Valley Metro);
  - Tackling projected traffic growth on the trunk road network through an approach of provision of quality public transport, enhancing the local road network and demand management.
- 5.3 The Tees Valley LEP highlights a number of challenges in terms of transport infrastructure which must be overcome in the coming years, they include:
- Changing patterns of travel demand;
  - Worsening highway congestion affecting key junctions and radial corridors, particularly through increasing car ownership levels;
  - Conflicts between strategic and local traffic on the trunk road network;
  - The potential for further decline in the extent of the commercial bus network; and
  - Limited frequency of sub-regional rail services with some capacity constraints.
- 5.4 It is considered that 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

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<sup>6</sup> Tees Valley Economic and Regeneration Statement of Ambition, Tees Valley Unlimited, June 2010.

people who do not have access to a car to get to the services and facilities that they need and provide those people who 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, these measures can be coupled with other improvements in related infrastructure including improving access to bus stops, railway stations and charging points for electric cars.

#### Tees Valley Major Bus Scheme

- 5.5 A major Tees Valley Bus Network Improvements scheme is being progressed by the local authorities in partnership with bus operators Arriva and Stagecoach. This will provide a comprehensive series of bus priority measures, improved passenger waiting facilities, consistently high quality specification for vehicles, and measures to improve information and ticketing on core bus routes (Hartlepool Core Bus Routes are included as Appendix 1) across the Tees Valley. This scheme achieved final approval from the Department for Transport in June 2010 confirming that £37.5 million of central Government funding (£87.6m in total) would be made available for the improvement to bus services, passenger facilities and information across the Tees Valley. This is now likely to be delivered over a five year period to 2015.

- 5.6 The investment (detailed in Appendix 2) is being focussed largely on the core, frequent and commercially provided tier of the hierarchical bus network, to bring about a quality, stable and sustainable system that offers an effective alternative to the private car. However, all services will benefit to some degree from the measures. Network wide initiatives will include the provision of high quality, clear and focussed information and marketing materials in a wide variety of formats, and the enhancement and simplification of fares and ticketing. This is being complemented by ongoing bus operator investment in high quality accessible vehicles, enhanced standards of driver training and vehicle cleaning, and the consistent provision of frequent services from early morning to late evening.

#### Rail Improvements and the Tees Valley Metro

- 5.7 Connecting the Tees Valley: The Case for Investment in Tees Valley Metro and the Heavy Rail Network, published in October 2006, highlighted the fact that the capacity and integrity of the existing transport network may hinder the future economic performance of the Tees Valley City

Region. A proposal has, therefore, been drawn up to develop a 'Metro' system which will improve connectivity within the Tees Valley sub-region.

- 5.8 The preferred option for the scheme involves the conversion of the existing heavy rail line between Darlington and Saltburn to 'tram-train' operation. Five new stations will be created along the line as well as upgrades to existing stations and the provision of new rolling stock. Future expansion of the Tees Valley Metro could involve extensions to Hartlepool via Stockton and Billingham. Any expansion to Hartlepool may result in a new rail halt being opened at Greatham Village. Should this occur the Council will investigate the possibility of a park and ride scheme at this location.
- 5.9 The estimated capital cost of the Metro proposal is £141.9 million at 2005 prices. It is anticipated that this cost will be met from a variety of funding sources, including Network Rail, the five Tees Valley Local Authorities and the Department for Transport via a bid for Regional Transport Funding.
- 5.10 Land will also continue to be safeguarded for a possible extension of the railway line from the Seaton Snook branch line to Seal Sands.

#### Pedestrian and Cycle Network

- 5.11 Improvements to the pedestrian and cycle environment will be vital over the period of the Core Strategy to encourage people to travel in a sustainable manner. In particular improved pedestrian links within the Central Area between Middleton Grange Shopping Centre and other parts of the town centre including Mill House, Church Street, the Public Transport Interchange; the Marina, and; elsewhere in the urban area between schools and other community facilities will be prioritised in order to improve sustainable access to new and existing developments.
- 5.12 Continued development of the pedestrian and cycle network and associated facilities is necessary, with particular importance attached to the implementation and improvement of 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. Graythorpe to Greatham
  - ix. Across the urban area between schools and community facilities.

- x. A new pedestrian bridge crossing the A19 to link the western part of the Borough with the existing Rights of Way network.
- xi. Hartlepool to the Durham Heritage Coast

(NB: some of these potential schemes are addressed in more detail in section 9; Green Infrastructure)

#### Strategic Highway Network

5.13 Strategic highway modelling work (The Area Action Plan (AAP)) focussed on the Tees Valley<sup>7</sup> shows that current congestion is focused on the strategic road network with specific problems summarised as:

- A19 Tees Viaduct and Stockton Road Interchange with A66;
- A66 particularly through Middlesbrough and Stockton;
- A19/A689 Wolviston Interchange;
- A174/A1053 Greystone Road network, the key route to and from Teesport and the industrial and petrochemical centres; and
- Darlington radial routes.

5.14 The major concern directly relating to Hartlepool is the congestion at the A19/A689 Wolviston Interchange and the impacts that has both for Hartlepool and for the wider Tees Valley. The junction of the A19/A179 is also a concern although this junction does not currently experience the problems associated with the A19/A689. It will be critical to ensure that future developments which will impact on the problems already experienced at these junctions, contribute towards measures which will improve capacity and efficiency and help to minimize congestion particularly at peak hours.

#### Local Highway Network

5.15 Hartlepool Council has recently produced its third Local Transport Plan (LTP) which sets out improvements which will occur to the local network over the coming years. The strategy is not limited to the 5 year timescale of previous LTPs but is designed to look towards 2026 and evolve over this period. This will ensure that the LTP is aligned with regional strategies and the Local Development Framework. Over the period of the plan the Council will work in partnership with other organisations and agencies to deliver a wide range of local transport schemes and policy measures to address identified problems.

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<sup>7</sup> Tees Valley Area Action Plan, Tees Valley Unlimited and the Highways Agency, November 2009



- 5.16 As Wynyard has been identified as a key site for the development of commercial business and residential in Hartlepool, it is crucial that going forward measures are put in place to mitigate any traffic impact from the construction of the site and its day to day operation. The Local Authority propose to do this by working with the Highways Agency and the developers to ensure the necessary highways improvements and through putting in place effective Travel Plans (as part of the Wynyard development we will expect to see improved pedestrian and cycle links incorporated at the design stage). Also, should the proposed Wynyard Hospital development progress the Council will work with the developers to improve links to the hospital from across Hartlepool.
- 5.17 The improvements listed within LTP3 which will take place over the coming years will ensure that the network remains of a high standard. Appendix 3 is an extract from LTP3 and highlights some of the key network improvements which will be carried out over the coming years to improve not only the road system but the ability of public transport to effectively function and thus offer a viable alternative to the private car.
- 5.18 In addition to the works outlined in Appendix 3, it will be necessary for works to be undertaken over the lifetime of the Core Strategy to accommodate new developments proposed within the Core Strategy. In particular new housing developments along the western fringes of the town and also at Wynyard and new business developments will put additional pressures on the local network. It will be necessary to use legal agreements with the developers to ensure that adequate highway improvements are put in place to enable the network to cope with the additional levels of transport that will be experienced.
- 5.19 The list in Table 1, below, illustrates the areas where improvements may be needed to the highway network to facilitate developments and to ensure the safety and efficiency of the highway network over the plan period. Areas of particular concern which could impact on the deliverability of sites contained within the Core Strategy if the junction/network improvements are not delivered are highlighted in red in the Level of Concern column of table 1.

Table 1 – Areas where highway improvements are likely to be necessary over the life of the Core Strategy

Area/Junction	Reason for concern	Possible Improvement	Possible Funding Sources	Level of Concern to deliverability of Core Strategy
<b>A689/ A19/ Wynyard Area Proposals</b>	Necessary due to the expansion of Wynyard, with or without the hospital, taking into consideration the expanding business park and new residential development.	Schemes identified, and detailed in a report by the Highways Agency, for the 6 roundabouts from the A689/ A1185, heading west past Wynyard.	Section 106 Agreements related to future development within the Borough and in particular at Wynyard  Highways Agency  LTP	This junction (A19/A689 which lies in Stockton) already experiences high levels of congestion at peak times. Without major works to improve the efficiency of the junction it puts at risk the deliverability of both the residential and the business developments at Wynyard and also the south west extension.
<b>Signalisation of A19 northbound exit slip road onto the A179</b>	Due to increasing levels of congestion, particularly at peak times. Could be exacerbated by closure of central reservations at Dalton Piercy and Elwick in the future.	Signalisation of A19 northbound exit slip road onto A179.	Highways Agency  Possible developer contributions, through Section 106 Agreements	Although a critical junction to both the strategic highway network and to the local network these works, although important to ensure flows of traffic in and out of the north of the Borough, would not impact on the deliverability of the Core Strategy or any of its sites.
<b>A19 – New Junction to serve the Northburn Development</b>	There is currently no junction to serve this proposed development at Northburn.	A new junction will need to be constructed to serve the development site. Land will need to be reserved to allow for these works.	The developer of Northburn would be required to fund the new junction.	Without the junction being implemented the site cannot be developed. The costs associated with this obviously mean it is an area of concern.
<b>Possible closure of A19 central reservations at Dalton Piercy and Elwick</b>	To be investigated on safety grounds, in conjunction with the Highways Agency, due to a number of serious and fatal accidents.	Closure of reservations so traffic can only turn southbound from the east side of the A19.	S106 Agreements in relation to new developments  LTP  Highways Agency	This improvement is safety related and does not impact on the deliverability of the Core Strategy.

<b>A689 Seal Sands/Billingham Roundabout (lies within Stockton)</b>	To ensure smooth traffic flows into and out of Hartlepool.	Possible junction / roundabout improvements	Possible developer contributions, through Section 106 Agreements	Flows on this roundabout are generally smooth and serious congestion is only experienced if an accident occurs.
<b>Main arterial route through the south west extension</b>	To serve south west expansion at Claxton.	From the A689, through the south west expansion site to Brierton Lane. Beyond Plan period may be necessary to expand northwards to link with A179.	Delivered from A689 to Brierton Lane as part of south west extension.	This route is necessary to serve the development. Without it there is no access into the development.
<b>South west extension link roads</b>	To ensure the network flows and reduces congestion at peak times.	Links into the existing highway network wherever necessary. First phase has identified possible links as being Brierton Lane and Macrae Road or Moffat Road.	Delivered as part of south west extension.	The new development will need to successfully link into the existing network to ensure flows and minimise congestion. If these links are not provided it would impact on the deliverability of the south west extension.
<b>Catcote Road/ Brierton Lane</b>	Staggered junction that currently exists needs improvement to cope with potential traffic from south west extension	Formation of standard crossroads and signalisation of junction, as already identified.	Delivered as part of south west extension.	Seen as an important improvement to provide an effective access into the northern part of the SW extension. If not improved congestion could become a major problem at this junction.
<b>A689/ Truro Drive</b>	Need to investigate potential improvements due to increased traffic in the area from the south west expansion.	Possible junction improvements	Delivered as part of south west extension.  Future LTP funding?	Seen as an important improvement, especially in the short term prior to the arterial route through the SW extension joining the northern and southern elements of the development. If not improved congestion could become a major problem at this junction through increased traffic from the northern part of the SW extension.
<b>A689/ Owton</b>	Need to investigate	Possible junction	Delivered as part of south	If not improved congestion could

<b>Manor Lane</b>	potential improvements due to increased traffic in the area from the south west expansion.	improvements	west extension.  Future LTP funding?	become a problem at this junction through increased traffic from the northern part of the SW extension.
<b>A689/ Rossmere Way</b>	Need to investigate potential improvements due to increased traffic in the area from the south west expansion.	Possible junction improvements	Delivered as part of south west extension.  Future LTP funding?	If not improved congestion could become a problem at this junction through increased traffic from the northern part of the SW extension.
<b>A689/ Brierton Lane</b>	Need to investigate potential improvements due to increased traffic in the area from the south west expansion.	Possible junction improvements	Delivered as part of south west extension.  Future LTP funding?	If not improved congestion could become a problem at this junction through increased traffic from the northern part of the SW extension.
<b>Catcote Rd/ Rossmere Way</b>	Need to investigate potential improvements due to increased traffic in the area from the south west expansion.	Possible junction improvements	Delivered as part of south west extension.  Future LTP funding?	If not improved congestion could become a problem at this junction through increased traffic from the northern part of the SW extension.
<b>Elwick Road (Hartlepool – A19 through Elwick)</b>	Potential increase in traffic	Possible junction improvements	Through Section 106 Agreements in relation to developments	These improvements would improve traffic flows and safety but are not critical to the delivery of the plan.
<b>A689/ A179 Corridor</b>	It is essential that capacity is maximised at key junctions along this corridor, particularly in the town centre.	Possible junction improvements	Through Section 106 Agreements in relation to developments, particularly Urban Traffic Management Control contributions.	Important to ensure the flows of traffic through the town.
<b>A689/ Oxford Street</b>	The Stockton Road link from Burn Valley roundabout to Burn Road roundabout is having increased pressure placed on it, and will continue to do so due to the south west expansion and the Belle Vue re-development,	Potential scheme to open this junction and signalise it.	Possible future LTP contribution.  Possible Section 106 contributions.  Possible Bus Network Improvements contribution.	This junction is a key access to the town centre area and also into the Longhill and Sandgate industrial estate. Improvements will be important to ensure congestion is minimised.

	along with other sites.			
<b>Easington Road link road into Middle Warren</b>	Flagged up as a desirable improvement during investigations into Falcon Road congestion levels. The latter phases of Middle Warren will also add to the problem.	Link road from Easington Road into Middle Warren.	Some S106 money could be secured through developments in the vicinity including the Middle Warren extension contained within the Core Strategy	This is a desirable link which would have benefits but is not critical to ensure the delivery of the Core Strategy.
<b>Easington Road/ Holdforth Road roundabout</b>	Congestion and safety issues, exacerbated due to problematic U turns from people looking to access Jesmond Gardens. Latter phases of Middle Warren, along with potential development on the hospital site will increase congestion further.	Roundabout on Easington Road and Holdforth Road	Possible future LTP contribution  Possible Section 106 contributions  Possible Bus Network Improvements contribution	This is a desirable improvement which would have benefits but is not critical to ensure the delivery of the Core Strategy.
<b>Dual A179 from roundabout at access points to Middle Warren and Clavering Estates to the A19.</b>	Highlighted as a desirable improvement within the consultation on the LIP to improve traffic flows in the north of the town.	Sections of single carriageway on the A179 would be dualled from the Middle Warren access roundabout out to the A19.	Possible future LTP contribution  Possible Section 106 contributions	This is a desirable improvement which may be needed in the long term, towards the end of the plan period.
<b>Footpath/ cycleway links/ improvements</b>	Town wide continuous improvements needed to ensure a system is in place which encourages people to travel in a sustainable manner.	Improvements will be sought as part of all new developments where it is feasible to link into an existing route. For larger developments new routes will need to be constructed to link into the network.	Through Section 106 Agreements in relation to developments.  New links will be delivered as part of new developments in particular as an integral part of the south west extension and the site at Wynyard.	These links will be important to ensure the Borough works towards Carbon reduction targets and will be an important aspect in the delivery of the Core Strategy.

NB. The costs of the improvements required are not included within this table as, at present, it is not clear exactly what is needed for each junction. The costs are likely to change over time and detailed designs for each junction will need to be drawn up in conjunction with the developers and other stakeholders.

## **6.0 Education provision**

- 6.1 Hartlepool Borough Council is under a statutory duty to ensure sufficient school places for children and young people resident in the Borough. Changes in education provision will be necessary over time to modernise outdated school buildings and provide for projected changes in population. There are currently 30 primary schools (29 include nursery provision), 1 nursery school, 5 secondaries, 2 special schools and 1 pupil referral unit in Hartlepool.
- 6.2 Under the previous government two programmes were being taken forward, Building Schools for the Future (BSF) and Primary Capital Programme, which would have seen major investment into the schools within Hartlepool. However, given the current financial position of the country, the new coalition government have cancelled these two programmes.
- 6.3 The only secondary school in Hartlepool which will now be fully remodelled under the BSF scheme is Dyke House which was at such an advanced stage that funding was secured. The decision to abandon the other planned works to secondary schools across has major implications for the future of the secondary schools in Hartlepool as many of the schools are in great need of modernisation.
- 6.4 The Primary Capital Programme (PCP) within Hartlepool looked at the future of all Primary Schools within Hartlepool. Public consultation was at the heart of the development of the Primary Capital Programme. Hartlepool received £8.4m in the first phase and this money will be used to build a new primary school to replace the existing school at Jesmond Road with the surplus money being invested in the refurbishment of key aspects of Rossmere Primary School.
- 6.5 Based on current pupil projections the Local Education Authority is confident that there are sufficient secondary school places available across the town to accommodate the expected population growth arising from the proposed housing sites within the Core Strategy. Every year the local authority reviews the arrangements on admission numbers for schools. The local authority takes into account pupil projections, parental preference and net capacity of the schools and from this then set the admission limits. At this point the local authority also reviews current admission zones and criteria to decide whether they remain suitable for effective education provision. These can both be changed following consultation. The local authority prepares draft proposals and then consults the public on them 18 months prior to a child's admission to school.

- 6.6 Over the Core Strategy period, unless new funding becomes available through the Government for investment in the schools, it will be important that the Core Strategy takes account of the implications and pressures that new developments will put onto existing schools and ensures that funding towards school improvements is secured as part of any new developments.
- 6.7 On major developments the need for new schooling provision will be determined on a case by case basis and will take into account spare capacity in existing schools. In cases where a new school is to be provided on site, the developer will normally be expected to set aside sufficient land to construct the educational facilities to the Borough Council's design and specification. Developer contributions will also be required towards build costs of new schools or extensions/improvements to existing schools. On assessment of the housing sites contained within the Preferred Options Core Strategy it is considered that only the south west extension will be required to safeguard land for a new primary school. The Borough Council will work with the developer to ensure a suitable site is safeguarded with sufficient space to accommodate the new school. Pupil numbers in the new development will need to be carefully monitored to ensure that if needed the school is brought forward at the appropriate point in time.
- 6.8 Current predictions in relation to the provision of an additional secondary school over the plan period suggest that there are sufficient places available within existing secondary schools to cope with the overall demand from the proposed housing developments across the Borough. It is anticipated that developer contributions will however be needed, along with additional forms of educational funding, to ensure that existing secondary schools receive adequate investment to cope with the additional demands and pressures from developments and to enable the schools near to developments to provide a good standard quality of education for their pupils.
- 6.9 There are currently sufficient Children's Centres in Hartlepool to offer services to all children under 5. The birth rate is constantly monitored to ensure that the number of Children's Centres is appropriate to the under 5 population. The likely direction for Children's Centres in the future is to focus services in areas of need therefore the needs of each individual community will be monitored to ascertain the level of service. It is unlikely that any new development in the south of the town will be identified as disadvantaged therefore it is unlikely there will be a need to focus services in that area, although this position will be kept under review.
- 6.10 Further education provision in Hartlepool has seen major investment over the past few years with the College of Further Education receiving over



£50m for a complete rebuild which will help the College continue to attract pupils from not only Hartlepool but across the Tees Valley and South West Durham. Hartlepool Sixth Form College and the Cleveland College of Art and Design further compliment this post 16 further education offer within the town.

## **7.0 Health provision**

- 7.1 The local Primary Care Trusts (Hartlepool and Stockton on Tees Teaching) together with North Tees and Hartlepool Foundation Trust, have been strategically planning investment within the Health system in the local area. A consultation document, Momentum: pathways to care was published on the 2nd June 2008. This looked at provision of facilities within Hartlepool and Stockton and also parts of Durham County.
- 7.2 The main aims of the strategy involve looking at providing health facilities as close to home as possible with only services which need to be provided in hospital taking place there. The strategy looks at a network of facilities located where care can be provided through a home visit, at health centres, at an integrated care centre and in hospitals, and will work within the ethos set out in the 'Putting People First' programme<sup>8</sup> which includes:
- The introduction of personal budgets for those who receive funded care.
  - Reward schemes for high quality care homes, home care and day services.
  - Increased support for older peoples health and well-being.
  - Improved community services.
- 7.3 The document Momentum: pathways to care identified that facilities would be delivered within the area as follows:
- Enhanced provision of services within people's homes.
  - Enhanced GP and health centre services within easy access to local populations
  - The establishment of integrated Health Care Centres in central locations such as the new facility on Park Road in Hartlepool. These centres will contain a variety of services, based on population need. Such centres are expected to include minor surgical facilities, diagnostics and consultant-led out-patient care. They also provide an opportunity for some health, community and social care provision under one roof.
  - A proposed new hospital to serve Hartlepool, Stockton and parts of Easington and Sedgefield.
- 7.4 The hospital proposal, located on the Wynyard Business Park, received planning permission in 2010. However government funding was subsequently withdrawn and this has left the Trust in a position of having to look at the potential scaling back of the plans to reduce costs and

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<sup>8</sup> Putting people first: a shared vision and commitment to the transformation of adult social care – December 2007

identify alternative funding sources. However, whilst delivery mechanisms are still being investigated for the new hospital, it is anticipated that Hartlepool Hospital will remain open, providing a valuable service for the people of the town.

7.5 There is a wide range of other health care within the town, including the following:

- One Life Centre on Park Road
- A GP led Health Centre on Victoria Road
- 18 other surgeries / medical centres across Hartlepool which provide a wide range of services.
- 11 dentists practices across the town.
- 20 pharmacies
- 9 opticians; and
- a range of other more specialist facilities currently run by the Hartlepool Primary Care Trust.

7.6 A PIONEERING scheme to provide a wide range of health and social care services to people in Hartlepool also looks set to be rolled out across the Borough. Connected Care works alongside the social enterprise Who Cares (NE) delivering a raft of support services. These include a Benefits and Welfare Advice Service, a Time Bank where people share their skills, a Handyperson Repair service and the Supporting Access to Independent Living Services (SAILS) which provide a range of practical services to assist people who have disabilities or who are vulnerable to live safely in their own homes.

7.7 A range of other assistance is on offer including help with meals, shopping, tidying gardens, dog walking, home visits and a call-back / checking service. Last winter, during the severe weather, Connected Care cleared paths and driveways to minimise the risk of people falling on the ice.

7.8 Several independent evaluations of Connected Care, including a major review by Durham University, have all been positive and feedback from people using the services is excellent. Connected Care has been funded by the Department of Health (DoH) as a pilot project involving partners including Hartlepool Borough Council, the Primary Health Trust and Housing Hartlepool (a locally registered social housing provider). Work is currently underway with the London School of Economics to complete a cost-benefit exercise in respect of the financial efficiencies that Connected Care can achieve for a whole range of organisations through its early intervention practices. It is hoped that funding will be secured to continue this project in the future across the whole town.

- 7.9 As the town continues to grow over the coming years it is likely that further health care provision will need to be established in the areas of large new housing development. In particular the south west extension at Claxton is likely to require new health care facilities to be developed as part of the local centre within this development. This will ensure that current services do not become stretched as a result of pressure from the new housing development.

## **8.0 Provision of utilities**

- 8.1 Throughout the preparation of the Core Strategy various key utility providers have been contacted as part of the ongoing consultation process. It is considered that if an issue or problem related to one of the utilities was of such a scale that it could not be appropriately dealt with as part of the development and would put such costs or constraints on a development as to make it unviable, then that proposal would be taken out of the Core Strategy.

### **Gas and Electric Provision**

- 8.2 The Energy White Paper<sup>9</sup> makes clear that UK energy systems will undergo a significant change over the next 20 years. To meet the goals of the White Paper it will be necessary to revise and update much of the UK's energy infrastructure during this period. There will be a requirement for:

- An expansion of national infrastructure (e.g. overhead power lines, underground cables, extending substations, new gas pipelines and associated installations).
- New forms of infrastructure (e.g. smaller scale distributed generation, gas storage sites). Transmission pipelines and overhead lines were originally routed in consultation with local planning authorities and designed to avoid major development areas but since installation much development may have taken place near our routes.

- 8.3 National Grid are responsible for the electricity and gas transmission networks, while it is the regional distribution companies who are responsible for the electricity and gas distribution networks in the Hartlepool area. National Grid is required to be consulted on the following issues:

- Any policies relating to overhead transmission lines, underground cables or gas pipeline installations
- Site specific allocations/land use policies affecting sites crossed by overhead lines, underground cables or gas transmission pipelines
- Land use policies/development proposed adjacent to existing high voltage electricity substation sites and gas above ground installations
- Any policies relating to the diverting or undergrounding of overhead transmission lines
- Other policies relating to infrastructure or utility provision
- Policies relating to development in the countryside
- Landscape policies
- Waste and mineral plans

- 8.4 In addition National Grid also asks to be consulted by developers and local authorities on planning applications, which may affect their assets.

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<sup>9</sup> The Energy White Paper – Meeting the Energy Challenge – May 2007

The aim in this is to ensure that the safe and secure transportation of electricity and gas is not compromised by new developments.

#### Electricity distribution and transmission

- 8.5 National Grid, as the holder of a licence to transmit electricity under the Electricity Act 1989, has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity. National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.
- 8.6 To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. In addition National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.
- 8.7 National Grid's high voltage electricity overhead transmission lines / underground cables within Hartlepool Borough Council's administrative area that form an essential part of the electricity transmission network in England and Wales include the following:
- 4TH line – 275kV route from Hartlepool substation in Hartlepool to the ZZA line
  - 4TG line – 275kV route from Hartlepool substation in Hartlepool to the ZZA line
  - YYJ/N line – 400kV route from Norton substation in Stockton on Tees to Saltholme substation in Stockton on Tees
  - ZZA line – 275kV route from Hawthorn Pit substation in Durham to the 4TH and 4TG routes and onto Saltholme substation in Stockton on Tees, via Hartmoor substation in Hartlepool

- 8.8 The following substations are also located within the administrative area of Hartlepool Borough Council:
- Hartmoor substation – 275kV
  - Hartlepool substation – 275kV

- 8.9 The electricity distribution company in the area is CE Electric UK.

#### Gas Distribution and Transmission

- 8.9 National Grid also owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.
- 8.10 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand and growth in a region rather than site specific developments.
- 8.11 National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of their local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.
- 8.12 National Grid has the following gas transmission assets located within the administrative area of Hartlepool Borough Council:
- Pipeline Feeder Detail
- 2471 13 Feeder Cowpen Bewley / Bishop Auckland
- 8.13 Northern Gas Networks owns and operates the local gas distribution network in Hartlepool Borough Council's administrative area.
- 8.14 In relation to the future development of Hartlepool and developments proposed within the Core Strategy Preferred Options Document National Grid highlighted the following specific issues:
- The potential Eco Industrial Zone and safeguarded site for a potential nuclear power station are both in the locality of National Grid's high voltage 4TH and 4TG lines routed via Hartlepool substation

pass through this area. National Grid do not object to future redevelopment of this area, but made the following comments:

“- National Grid does not own the land over which the overhead lines cross, and it obtains the rights from individual landowners to place equipment on their land. Potential developers of the sites should be aware that it is National Grid policy to retain our existing overhead lines in-situ. Because of the scale, bulk and cost of the transmission equipment required to operate at 400kV National Grid only supports proposals for the relocation of existing high voltage overhead lines where such proposals directly facilitate a major development or infrastructure project of national importance which has been identified as such by central government. Therefore we advise developers and planning authorities to take into account the location and nature of existing electricity transmission equipment when planning developments.”

- National Grid prefers that buildings are not built directly beneath its overhead lines. This is for two reasons, the amenity of potential occupiers of properties in the vicinity of lines and because National Grid needs quick and easy access to carry out maintenance of its equipment to ensure that it can be returned to service and be available as part of the national transmission system.
- The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. To comply with statutory safety clearances the live electricity conductors of National Grid's overhead power lines are designed to be a minimum height above ground.
- National Grid seeks to encourage high quality and well planned development in the vicinity of its high voltage overhead lines. Land beneath and adjacent to the overhead line route should be used to make a positive contribution to the development of the site and can for example be used for nature conservation, open space, landscaping areas or used as a parking court.

### **Provision of Energy from Renewable and Decentralised Sources**

- 8.15 Renewable energy, which covers energy flows that occur naturally and repeatedly in the environment can include energy from wind, the fall of water, the movement of the oceans, heat from the sun and also biomass and they can help provide clean energy for the UK and reduce Co2 emissions that are associated with electricity from coal gas and oil. Hartlepool is already helping the country meet its UK targets with the existing three wind turbines that are located within the Borough at High Volts and the five permitted but as yet unimplemented turbines at Red Gap.



8.16 The Energy White Paper<sup>10</sup> emphasised the fundamental importance of planning in delivering sustainable development, in making a contribution to a prosperous economy and to a high quality of life. The Paper sets out national targets to reduce greenhouse gases by 12.5% below 1990 levels over the period 2008-2012. The Government also set targets that specifically relate to renewable energy generation, as set out below:

- At least 10% renewable electricity to be generated from renewable sources by 2010
- 20% renewable electricity by 2020
- 40% renewable electricity by 2060

The planning system must support the delivery of the timetable for reducing carbon emissions from domestic and non-domestic buildings.

8.17 The Climate Change Act<sup>11</sup> enhances the UK's ability to adapt to the impact of climate change. The Act sets out that, UK targets to reduce carbon dioxide emissions through domestic and international action are as follows:

- at least a 34% by reduction by 2020 and
- at least a 80% reduction by 2050, against a 1990 baseline

8.18 Inevitably growth and development in the Borough will bring more people into the Borough which could in turn increase CO<sub>2</sub> emission through an increase in traffic movements and an increased use of non renewable resources. To help achieve these ambitious national targets measures should be put in place on all new major developments to help reduce the level of non renewable resources used by stating that developers should seek to provide an energy supply from decentralised and renewable or low carbon sources where viable. This requirement should not overburden developers to the extent that they affect the viability of development, however, the ten per cent requirement set is considered an acceptable figure as it may add little cost to overall development costs and can have a significant impact on helping the Borough meet the UK CO<sub>2</sub> emissions reduction target.

#### **Infrastructure for Water Provision, Drainage and Sewerage.**

8.19 Northumbrian Water Limited (NWL) and Hartlepool Water are the main organisations responsible for this area of infrastructure within the Borough. NWL and Hartlepool Water are both consultees in the development of the Core Strategy. Both companies were also consulted during the preparation of the Strategic Housing Land Availability Assessment (SHLAA)<sup>12</sup> where they made comments in relation to the assessed sites

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<sup>10</sup> Energy White Paper - Meeting the Energy Challenge (2007)

<sup>11</sup> The Climate Change Act (2008)

<sup>12</sup> Hartlepool Strategic Housing Land Availability Assessment (March 2010)

potential to be developed having regard to the infrastructure in the locality to the site.

- 8.20 In terms of infrastructure, land should be capable of being adequately served with:
- An adequate water supply system
  - Adequate surface and foul mains drainage
  - Easily accessible Utility Services
- 8.21 Hartlepool Water is responsible for ensuring that the homes and businesses of the town are supplied with clean drinking water from its groundwater network of eighteen boreholes which are connected to treatment works and storage tanks near Dalton Piercy. The company must ensure that the system is capable of meeting peaks in demand and is reliable and as such they operate approximately ten emergency generators to keep the water flowing. The system of water mains is around 700km in length with pipes ranging from 700mm to 50mm in diameter. When new developments happen they will need to link into these existing systems.
- 8.22 In Hartlepool it is the responsibility of NWL to provide the systems and infrastructure to deal with the foul and surface water. The developed areas of Hartlepool have mainly combined sewerage systems dealing with foul and surface water (SW) drainage in the same pipes. The sewerage system is largely pumped by a number of stations and, from a sustainability point of view, the pumping of SW has energy costs and an environmental impact from storm overflows.
- 8.23 In relation to NWL's sewerage capacity in the main settlement and the Core Strategy Preferred Options new housing development "within the urban area on suitable brownfield sites" and the employment locations to be retained to the south of the main urban area, further development in or on the edges of these urban areas will add to the loads on the pumping stations from increased foul flows. Regardless of which preferred options are chosen, NWL have therefore advised that all opportunities should be taken in any new developments in these developed areas of Hartlepool to avoid the discharge of SW to the sewerage system.
- 8.24 However in relation to the expansion westwards NWL has some concerns about the operational water and sewerage infrastructure requirements required to serve these extensions. NWL have acknowledged the preferred locational strategy for these new housing developments and is finalising its review of the proposed location and amount of development in relation to its water and sewerage capacity. Liaison between NWL, the Council and developers will be required at an early stage to establish the

future phasing and quantum of development envisaged in the Core Strategy.

- 8.25 In relation to the proposed extensions at Hart and Elwick for housing development, NWL generally support the intention to meet the rural hinterland's future housing needs by focussing small scale development in these two villages. NWL will be consulted on any plans that come forward for these two villages. NWL has also stated that the preferred option will also reduce development pressures in Greatham, which is served by its own small Sewage Treatment Work which has only limited existing capacity. Foul flows from Newton Bewley and Dalton Piercy are pumped to Billingham and Seaton Carew Sewage Treatment Works respectively.
- 8.26 In relation to its sewerage operations, sewage flows from the area of Wynyard north of the A689 and west of Wynyard Business Park the area remains un-serviced by any sewerage infrastructure and would require major investment in order to ensure that any future development in this area are serviced by sewerage infrastructure.
- 8.27 The area of Wynyard south of the A689 road sewage is pumped to Billingham Sewage Treatment Works (STW). Depending on the location of the further 100 new executive dwellings, investment to upgrade the stations may be required.
- 8.28 In respect of water supply, NWL only supply potable water to the Wynyard area of the Borough. Hartlepool Water also supply potable water to part of Wynyard. The existing area supplied by NWL from the Wynyard booster has limited spare capacity. Future residential and employment developments will therefore require major upgrade to the existing potable water infrastructure to supply Wynyard, Wynyard Business Park and/ or North Burn. As a result, NWL requires greater clarity on the intended quantum and phased delivery of future development at Wynyard to allow the Company to assess the longer-term proposals for the Wynyard area more accurately with a view to establishing the level of infrastructure needed to necessitate the future quantum of development and how this investment could be achieved.
- 8.29 NWL has also stated that should proposals to develop an eco-village come forward, potentially including a mix of uses, it is concerned that potential alternative uses for the Wynyard and North Burn employment sites could significantly increase the demand for sewerage and water services than has been allowed for in the current use. NWL has, therefore, requested close liaison at the earliest possible stage to discuss any proposed alternative uses at Wynyard as these will have to be considered carefully in terms of their impact on water and sewerage system capacities. The local authority supports this approach.

### **Nuclear Power**

8.30 Hartlepool has been shortlisted by the Government as a potential location for a new nuclear power station in the future. As such the Council is obliged to safeguard an area of land for this possible future development. Within the Preferred Options stage of the Core Strategy the Council has safeguarded land adjacent to the current Power Station for this possible future development.

8.31 A major development on this scale will clearly bring with it major infrastructure needs which will need to be met by the developer. At present these requirements are difficult to quantify but would be likely to include:

a. Water supply

Sources of water for construction phase and for cooling and other services during operation of the plant should be acceptable from quantity and quality points of view.

b. Power supply

Power supply during construction and operation is often provided through the regional grid and supplemented by standby and emergency power supply systems. Substations are needed to provide the required voltages during the construction and operation phases of the plant.

c. Transport/Access

It will be necessary to survey the access roads and railways to the site in order to determine if the width of the roads, radius of the bends and the clearance under bridges and through tunnels are adequate for the heaviest, widest, longest and tallest pieces of equipment which have to be delivered by road. The location of the Graythorp Dock is likely to be of benefit in the construction of the power station as it is capable of receiving and handling very heavy loads needed to utilize delivery of large equipment by water.

d. Micro earthquake monitoring station

The seismic hazard study determines the maximum ground motion parameters under the largest potential earthquake with sufficiently low probability of occurrence for the site. A number of micro earthquake monitoring stations have to be set up the region of the site for several years in advance of construction to provide data on rock characteristics and attenuation laws. (Given the existence of the current location is this needed?)

e. Meteorological and hydrological station

Site investigation studies require significant meteorological and hydrological data including maximum, basic and mean values for air and seawater temperatures, wind speed and direction, atmospheric pressure, dispersion patterns rainfall, ground water and surface flooding, wave action and tsunamis. Stations for collection and monitoring of this data are required to be put in place for a number of years prior to the approval of the site.

f. Coastal Erosion and Flood Defence Improvements

The Seaton Carew Coastal Strategy concludes that the existing defences are not capable of defending the frontage in the future and capital works will be needed prior to construction of this facility.

g. Storage/Disposal of low and medium radioactive waste

At the present time wastes arising from the operations at the power station are dealt with by:

- disposing of low level waste at the Low Level Waste Repository in Cumbria or by high temperature incineration at a facility in Hythe;
- storage of intermediate level waste on site, and
- sending spent fuel to Sellafield, Cumbria for reprocessing.

It is anticipated that waste arising from the operations at a new power station would need to be dealt with at a more local level than at present. Should a new nuclear power station be confirmed at Hartlepool the implications for waste management would be considered at a national level and reflected in a future review of the Minerals and Waste DPD.

h. Spent fuel storage and disposal facilities

In many nuclear plants, the management of spent fuel is carried out in three stages. In the first stage the fuel is stored in pools of water, which are part of the power plant, in order to be cooled off before reprocessing or for transfer to interim storage facilities. In the second stage the spent fuel is either shipped and reprocessed in central facilities (to extract its fissile material for reuse as fuel) or is stored in interim storage facilities within the plant exclusion zone and which are often designed for over 100 years of operational life. The final stage is the permanent disposal of the spent fuel in deep geological formations, which is currently being developed by several countries. The reliability of the interim storage concept provides sufficient time and confidence in the timely commercial deployment of disposal facilities.

i. Special Protection Area (SPA) Mitigation

Given the close proximity of the Teesmouth and Cleveland Coast SPA/RAMSAR the development of the power station may impact adversely on the SPA. If this is the case, mitigation measures will be required.

- 8.32 Over the Core Strategy period it is likely that the existing Nuclear Power Station will need to be decommissioned. This will necessitate infrastructure capable of dealing with the disposal of the materials, both radioactive and non-radioactive, from the existing power station. At this stage British Energy currently anticipate that waste arising from the decommissioning will be dealt with by:

- sending low level wastes to the repository in Cumbria;
- treating, packaging and storing intermediate level waste on site until a repository becomes available; and
- storing other radioactive wastes on site until the radioactivity reduces sufficiently for it to be dealt with (e.g. reactor core).

**Telecommunications**

- 8.33 Broadband Delivery UK (BDUK) has been set up by the Government to deliver the broadband agenda. The aim is for Hartlepool to have superfast broadband connectivity across the whole Borough. Local authorities and Local Enterprise Partnerships (LEPs) are able to bid for funding from BDUK to improve the availability and speed of broadband across the Borough and wider Tees Valley. The government is seeking to ensure that all businesses in Enterprise Zones that need superfast broadband will have access to it.

## 9.0 Green infrastructure

- 9.1 The provision of green infrastructure in the Borough is an important element in ensuring not only an attractive environment but also in offering health and recreational opportunities for visitors as well as the towns residents. Green infrastructure can range in size from a small piece of green space or a public garden up to recreational routes and larger parks and areas of natural open space which provide valuable habitat for a range of different species of flora and fauna. A Green Infrastructure Supplementary Planning Document (SPD) will be produced which will guide the development of Green Infrastructure in the town over the plan period and which will complement the strategic aims of the Tees Valley Green Infrastructure Strategy<sup>13</sup>. Some of the key areas/projects which will be included within the Hartlepool Green Infrastructure SPD, which form elements of the Tees Valley Green Infrastructure Strategy and which will be necessary as the developments within the Core Strategy progress are highlighted below.

### Burn Valley Link

- 9.2 This is a project which would have numerous benefits and which would improve the green infrastructure from the coast through the Burn Valley to Summerhill, Dalton Piercy, Elwick and over the A19 towards the Castle Eden Walkway and Wynyard. The project will involve creating a safe route from the coast, over the main railway line (which would involve re-opening the level crossing) through Burbank and into the Burn Valley.
- 9.3 A steering group has been formed involving Hartlepool residents, Hartlepool Borough Council and the Environment Agency with the intention of improving the quality, quantity of and access to natural green spaces within the most deprived areas in Hartlepool. The intention is also to improve the environmental quality and landscape value of the town's urban green spaces through habitat creation and restoration thereby creating more 'wild places and natural spaces' within easy reach of the urban populace. By making available green spaces on the urban fringe, it is expected that this would encourage people to 'explore' further-a-field and 'discover' the rural areas that are freely available for visits, using public and permissive rights of way.
- 9.4 The project will work to restore habitat and combat environmental degradation by primarily rejuvenating a principal area of green space in the centre of town known as the Upper Burn Valley. This will be used as a hub to build community support for further habitat improvements within other natural green spaces in Hartlepool. The project will see the creation and enhancement of habitat through the extension of the Family Wood,

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<sup>13</sup> Tees Valley Green Infrastructure Strategy 2008

general environmental improvements and resurfacing of paths along with works to the river banks. There are a number of multi-functional benefits of the work within the Burn Valley section of the link as it will enhance biodiversity as well as providing a safer pedestrian and cycle route which will encourage people to exercise and will further enhance the sense of place within the Burn Valley. In economic terms this will allow people from the western areas of the town to access work in the town centre in a sustainable manner.

- 9.5 The Upper Burn Valley will have many uses; in its pre and post rejuvenation stages, opportunities will be given to local people of all backgrounds, ages and abilities to join with the wardens in the delivery of a significant proportion of the soft development/landscaping, on-going maintenance and management of the site. Communities will be given opportunities to gain knowledge, training, qualification and experience to enable them to take ownership of the area, with the intention of them running the site in the future with support from the Local Authority.
- 9.6 Schools and pre-school groups will be encouraged to visit this and other green spaces for educational, health and recreational purposes, as they will be the future conservation stewards of the borough.
- 9.7 The structural works to the Burn Valley Gardens are expected to start in early summer 2011. The budget for the project is £485,362.63 this is made up of an Access to nature grant and funding from Hartlepool Borough Council and the Environment Agency.
- 9.8 As an addition to the core of this project it would be desirable to add some security measures and a car park an additional £100k to £150K would make this possible.
- 9.9 To the west of the Burn Valley, improvements and a new pedestrian / cycle route are proposed which would improve access opportunities to Summerhill for residents and would have a positive contribution to the success of the leisure/tourism facility. Longer term plans could see Summerhill becoming a 'Cycling Station' with cycle hire and associated facilities.
- 9.10 It is proposed that the route from Summerhill would continue further west by upgrading the existing public right of ways (PROW) to Dalton Piercy from footpath to Bridleway status (approx £300k) and Elwick through creating a permissive cycle route alongside the footpath (approx £300k). Detailed designs for the schemes to Dalton Piercy are already complete. In the longer term, the route could continue via a multi user bridge crossing over the A19(T) and continue via existing quiet lanes to the Castle Eden Walkway and link south to the business park at Wynyard.



- 9.11 When complete, this infrastructure would create a continuous route between National Cycle Route 1 and Route 14. It would link the coast to the rural area via Hartlepool's urban area, Burn Valley Gardens and Summerhill Woodland Park.

Links with Saltholme

- 9.12 Over the past few years Hartlepool has endeavoured to improve its coastal foot and cycle paths with the vision of having an attractive and safe coastal route running the length of the coast. One area where the route needs to be improved is in the south of the town from Seaton Carew down to the boundary with Stockton. This route is seen as critical to offer residents and visitors the opportunity to access Saltholme International Nature Reserve in the south.
- 9.13 It is proposed to develop a network of routes in this area including a route from Greatham Village along an existing public right of way following the Conoco-Philips bund (alignment of route being discussed with INCA and RSPB) to Greatham Creek (approx £300k). A further link could provide a route from Greatham Village to Graythorp and the southern industrial areas, linking with land at Brenda Road / Seaton Walkway (approx £400k). Outline design work is complete for part of this route.
- 9.14 At the southern part of this link where it meets Greatham Creek it is likely that a new pedestrian and cycle bridge may be needed to segregate them from the road traffic – this could possibly be built using the old piers that still exist. However after this point, as you cross into Stockton, the alignment of the route becomes more problematic as the verge along the Tees Road is too narrow to create a footpath/cyclepath. Joint working with Stockton Borough Council and landowners will be needed to plan the route. An initial meeting has taken place between HBC, Stockton BC and a representative from INCA to discuss these issues to ensure that there is co-ordination in the approach.
- 9.15 There would be numerous benefits resulting from this scheme most notably it would create the safe route to Saltholme that currently does not exist given the levels of traffic on Tees Road. It would also have the benefit of enabling the employees of the many industries in this area to travel in a sustainable and safe manner to work.

North Hartlepool – Steetley and the coast

- 9.16 Steetley has been derelict now for a number of years and the remains of the industrial site have a major negative impact on the appearance of the area, especially when coming into the town by train or along the coastal access path. The site has a planning permission to create a new housing estate of more than 450 homes.

- 9.17 This project will involve works around the Steetley site and along the coast in both directions. The creation of a coastal access path from the Headland, along the coast, crossing Hartlepool Golf Course and adjacent to the rail line, linking into the Hart to Haswell walkway and Crimdon Dene to the north (approx cost £500k). This route is part of the North Sea Cycle Route and if this section can be completed would create an integral part of the route along the Hartlepool coast line. This route will continue past the Steetley site, with this section being funded through a Section 106 Agreement linked to the development of the site, and will link up with the existing section that runs to the Headland via the lower promenade. A feasibility study has been completed on this route.
- 9.18 Other improvements to the green infrastructure within this area would involve investment into the Nicholson's Field allotments and surrounding area. These works would greatly improve the perception that people have as they enter the town by train. The ongoing development of the North Linne Park offers a good opportunity to improve the green corridors and spaces within the northern area of town including links to the west of the Central Estate which links the area to the north with Marina Way in the south. The Borough Council is already looking to undertake a tree planting scheme to enhance this area.
- 9.19 In the long term these routes and green spaces would be adopted by Hartlepool Borough Council who would maintain and upgrade them when necessary.

#### Western Greenway Route

- 9.20 This scheme entails the creation of a continuous cycleway/walkway from around the urban/rural fringe of the borough from Hart to Haswell Walkway in the north to Greatham Village in the south. The provision of the entire route would require the delivery of three schemes. The first is to provide a link from the Hart to Haswell Walkway to Hart Village (£500k). The second is to provide a safe link via an underpass crossing of the A179 (approx £100k). The upgrade of existing Public Rights Of Way from Dalton Piercy to Greatham provides the final link (approx £400k). The remainder of the route uses existing highway. A pedestrian/cycle bridge to cross the A689 at Sappers Corner would help to create a safer link to Greatham and southwards than the current pedestrian crossing arrangement offers. No costings currently exist for this bridge.

#### Green Infrastructure between the town centre and The Marina

- 9.21 Currently the quality of green infrastructure between the town centre and the Marina is quite poor. The pedestrian routes are also very poor, simply channeling people over the main road bridge at which point there are no clear desire lines or particularly well distinguished routes to access the marina.

- 9.22 This scheme would look at creating attractive and safe green routes which would help to link these two areas in the future. It is considered that improvements in this area would provide a much more attractive location which in turn would help to attract further inward investment into the town in the future.
- 9.23 HBC commissioned consultants to prepare a Framework for the regeneration of the central areas. Completed in 2008, the Central Areas Investment Framework identifies a range of measures aimed at improving the performance of the town centre. These included the development of an innovation and skills quarter, attractors of new businesses, improvements to the public realm and improving connections between the town centre and surrounding sites, particularly Hartlepool Marina.
- 9.24 These improvements would meet a number of spatial priorities of the Tees Valley GI Strategy in that it will improve integration of the town centre with other commercial and leisure developments within the marina. It is also likely that the works will improve the environment around the rail line in the town centre therefore contributing towards the aims of Hartlepool's Railway Approaches Strategy.
- 9.25 No costs or schemes have currently been drawn up for this area, however it is seen as a priority and, funding permitting, will be implemented within the plan period.

Green infrastructure Improvements within the Southern Business Zone

- 9.26 The Southern Business Zone is the industrial corridor of Hartlepool with 15 of the town's 19 industrial/business parks falling in the area. The area is home to approximately 170 companies that employ in the region of 5,000 people. The area is widely considered as the key employment zone of Hartlepool.
- 9.27 The Southern Business Zone covers an area of 176ha. There has been some investment in refurbishing existing properties on some estates due to regeneration schemes i.e. Usworth Road through SRB and Longhil/Sandgate through NDC. However there has been a general lack of investment in the area from both the private and public sectors. This had led to the overall decline of the area in general and provided the basis for the negative perceptions and the other problems such as crime etc.
- 9.28 The Council believes that there is great potential in the Southern Business Zone to create significant additional jobs. Furthermore there is also a belief that improvements to the area will increase the local business stock by significant levels to narrow the gap with the regional and UK average.

- 9.29 It is considered that environmental improvements in the Southern Business Zone would contribute greatly to the green infrastructure within the town and will help to attract further inward investment.
- 9.30 One major piece of green infrastructure proposed within this Southern Business Zone is a new green wedge on the former employment site at Golden Flatts. This site, covering 50 acres, has been included within the Core Strategy as a green wedge at the Preferred Options stage. This area is already grass land and has horses grazing on it although at the moment public access is limited to a couple of informal footpaths. It is considered that this site has the potential, if correctly planned, to reduce flooding risk on adjacent employment sites, making them more easily developable. It is planned that tree planting, ponds, childrens play, public footpaths and car parking will be among the features delivered on this site. It is likely that this will be a project that the Local Authority will look to develop at an early stage of the Core Strategy period and will rely on a variety of sources such as Forestry Commission grants to fund it. Section 106 contributions for green infrastructure over the plan period will also be directed towards the site where there is an identifiable link with the development.
- 9.31 This area would require a range of different elements of new green infrastructure to be developed, some of which includes the links mentioned within the Links to Saltholme section. The Borough Council will endeavour to ensure that new green infrastructure is delivered in this area in association with new developments that come forward over the plan period.

#### Environmental Improvements to the North Cemetery Green Space.

- 9.32 North Cemetery in Hartlepool is located to the north of the town centre and directly south of the North Central Housing Renewal Area in Hartlepool.
- 9.33 North Cemetery is a large area of green space which covers approximately 12.6 hectares. The whole of the site area is in the ownership of the Borough Council.
- 9.34 The cemetery is of particular value to the local community as it is surrounded by areas of dense terraced housing with few attractive open spaces. However, the cemetery is currently under-utilised as an open space, suffering from a degree of anti social behaviour and a perceived fear of crime which discourages legitimate users.
- 9.35 In the wider context of the site, there are a number of major regeneration works taking place, which are bringing substantial investment to the area. Two major housing regeneration schemes on the north and south boundaries of the Cemetery are being built and a further scheme is

planned to the east of the cemetery. Key issues for improving the North Cemetery include:

- community safety,
- environmental improvements,
- action to improve the biodiversity,
- boundary treatments,
- management and long term sustainability,
- relationship with the surrounding regeneration works,
- sensitivity around keeping part as a working cemetery whilst encouraging public use, and
- how the cemetery could be used as an educational resource.

9.36 HBC has currently invested £15,000 to create a masterplan to help address the above issues and to ensure that North Cemetery has a multi-functional future. This work has been undertaken in partnership with the Friends of North Cemetery and other community groups.

9.37 As part of the masterplan study, a comprehensive public consultation programme was undertaken. This identified considerable opportunities to improve what the site has to offer the community in terms of access, recreation, and biodiversity. Combating anti-social behaviour and improving community safety were also identified as key issues to improve the overall attraction of the cemetery. Issues such as safe access, boundary treatment and visual surveillance in and out of the site were all consultee concerns which have been addressed by the masterplan.

9.38 The masterplan proposals include the provision of a more accessible, enhanced green space for the existing community and for the significant area of new housing under development. The proposed access improvements and efforts taken to address security and safety issues will also alleviate public perceptions of 'fear of crime', which has a detrimental impact on casual and recreational use of the area. The masterplan has been designed so that individual elements can be phased as funding permits.

9.39 In addition, the masterplan proposals seek to protect and enhance site biodiversity and habitat value, both of which will also help make the area more appealing to visitors. Such environmental enhancements, when coupled with access and infrastructure improvements (such as new gateway schemes and footpath rationalisation) will also contribute to the feeling of place in this area, located as it is, within proximity to a number of key regeneration sites.

9.40 HBC has also been undertaking work to improve the biodiversity and habitat value of the cemetery over a number of years under the guidance

of the Council Ecologist. Completion of the Borough Tree Strategy also highlighted that the existing cemetery woodland cover is all of a similar age, which was likely to be nearing the end of its life in the next 50 years. Tree planting activities using multi-aged replacement stock have, therefore, taken place with local schools. New trees have been planted within controlled areas where the grass has been allowed to grow, stimulating an increase in biodiversity and species numbers amongst wildlife and wildflowers.

#### New Green Wedge at Claxton

- 9.41 A major strategic housing site at Claxton is identified within the Core Strategy for approximately 2,500 new homes. As part of this development it is proposed that a substantial new green wedge (approximately 46 hectares) will be created which will run along Greatham Creek from the south east of the site up to the north west of the site. This area will help to preserve some areas of attractive habitat which currently exist and will help to provide a valuable green resource for existing and future residents of the town.
- 9.42 Design work and specifications of this green wedge will be explored in full in a master plan which will guide the Claxton development over the next 15 years or so. It will be important that it maximises opportunities to generate a truly multi-functional green wedge to include informal and formal open space including children's play and sports pitches, natural habitats, footpaths and cycleways amongst other uses.
- 9.43 To ensure that the green wedge is delivered in line with the aspirations set out in the master plan for the area a legal agreement will be used between the Borough Council and the Developer.

## **10.0 Sport Pitches and Indoor Sports Facilities**

- 10.1 The Borough Council undertook a PPG17 Open Space, Sport and Recreation Audit and Assessment (PPG17 Assessment) in 2008. One of the main elements of this study was an assessment of the sports pitches within the Borough. The study looked at the provision for football, rugby, cricket, tennis, hockey, athletics and bowling in the Borough.
- 10.2 The audit and assessment of these sports facilities helps the Borough Council to understand where there are gaps in provision, where facilities are not meeting the standards as identified through the study and also where there may be over provision within some areas. Through understanding where investment is needed in sports pitches, this document enables the Borough Council to work with key organisations such as Sport England to help ensure that current and future generations in Hartlepool are able to access good quality sports facilities which will ultimately result in a healthier population.
- 10.3 In order to ensure that the strategy for future development of sport pitches is correct there is currently a need to undertake a review of the Playing Pitch Strategy. This document was previously produced in 2004 and needs to be updated so that it can be used alongside the PPG17 Assessment to guide future development of sports pitches in the town. The Borough Council will work in partnership with Sport England to produce the updated Playing Pitch Strategy. These documents will be reviewed at appropriate points of time throughout the lifetime of Core Strategy to ensure that high quality sports pitch infrastructure is delivered in Hartlepool. It is also critical that where new development will add increased pressure on areas of the town where pitches are identified as having capacity issues then it will be vital that contributions are made from the developer towards additional provision in that area.
- 10.4 To complement the protection of outdoor sports pitches, an Indoor Sports Facilities Survey was undertaken to look at this type of provision within Hartlepool. Again this survey looked at provision of indoor sports facilities across the town and assessed the different types of sports activities within each facility as well as looking at the condition and availability of such provision. This study is currently being refreshed and the update will sit alongside the original. One of the major challenges which lies ahead for Hartlepool is the replacement of the Mill House Leisure Centre. Investment has recently been made in the facility to ensure its future for the next 5-10 years, however, this is Hartlepool's main sports and swimming facility and its long term future will need to be addressed within the Core Strategy period.

## **11.0 Coastal and Flood Defences**

- 11.1 Planning Policy Statement 25 (PPS25) relates to development and the constraint of flood risk, with its overarching aim of avoiding development in flood risk areas. This is achieved through PPS25 by the sequential approach to land allocation, meaning that development should be firstly avoided in flood risk areas wherever possible before considering the vulnerability of development planned or possible mitigation measures. The sequential approach is governed by two tests; the Sequential and Exceptions Test. The consideration of flood risk to people and development must be considered by the LPA at the earliest stage of spatial planning decisions and these tests allows this process to be transparent and affective.
- 11.2 In order to carry out these tests, a coherent understanding of flood risk is needed at a local level. Strategic Flood Risk Assessments (SFRAs) offer this local level of understanding. A Level 1 SFRA was conducted which provides the foundation of an evidence base of what the flooding issues in Hartlepool are. It was based purely on the collation of existing flood risk information. Hartlepool completed its SFRA in May 2010.
- 11.3 A SFRA level 2 was commissioned to look at the implications for flood risk in more detail in sites identified as being in areas of high flood risk. This Level 2 SFRA focuses on providing greater detail for those sites shown to be at high risk of tidal flooding, between the Tees Estuary and Seaton Carew and for the high risk of fluvial flooding at the Hartlepool Hospital and Oakesway Industrial Estate sites. The Level 2 SFRA has also undertaken a more detailed assessment and confirmation of Critical Drainage Areas (CDAs).
- 11.4 The report gives us a much clearer picture of what the extent of the flooding issues are and will help to bring forward development sites including Seaton Carew and Oakesway. It will also form part of the basis of a future surface water management plan.

### **Coast Protection Studies – Seaton Carew**

#### **Shoreline Management Plan**

- 11.5 In 2007 a second generation Shoreline Management Plan (SMP2) was produced for the North East Coastal Region covering the length of coastline from the River Tyne to Flamborough Head. This plan built on and developed the original SMP which was adopted by HBC in 1999. These plans provide a high level assessment of the risks associated with coastal evolution and present a policy framework for the future. A major aim of the plan is to reduce the threat of flooding and coastal erosion to



people and their property and make prioritised recommendations for more detailed Strategy Studies.

#### Seaton Carew Coastal Strategy Study

- 11.6 An outcome of the SMP 2 is the ongoing development of an Environment Agency funded, 'in depth' Strategy Study covering the coastline from Newburn Bridge to the Tees Estuary. During the early stages of the production of this study it became obvious that urgent works were required for the portion of coastline fronting the northern end of Seaton Carew. A detailed report was produced and submitted to the Environment Agency who granted funding of circa £1.6M for the construction works to upgrade these sea defences.
- 11.7 A further report is in the process of production to attempt to secure funding for the second phase of works from Station Lane to the Coach Park in Seaton Carew. The anticipated costs will be circa £4M.
- 11.8 Subject to the outcomes of the Strategy Study further reports will be produced to attempt to secure funding for any additional works required to the frontage to the south of Seaton Carew.

#### Headland Strategy Study Review

- 11.9 The Council are currently in the process of reviewing the coastal strategy developed in 2000 covering the frontage from Crimdon down to Newburn Bridge. This review commenced in Jan 2011 and is due to last 1 year. It is expected that the study will produce a management plan for coastal and flood defence into the future which will identify short term priorities for capital works over the frontage.

#### **Hartlepool Surface Water Management Plan (SWMP)**

- 11.10 In March 2010, DEFRA published the 'Surface Water Management Plan Technical Guidance'. This publication takes into account the findings from the six DEFRA funded first generation SWMP's and is aimed at steering local authorities towards meeting the requirements of both the Floods and Water Management Act and the Flood Risk Regulations based on the recommendations presented within the Pitt Review.
- 11.11 After the submission of an Early Action Bid, HBC were successfully awarded DEFRA grant funding to develop the Surface Water Management Plan. Consultants have been commissioned to undertake the Surface Water Management Plan; and it is anticipated that the study will be completed in late autumn 2011. The PFRA (Preliminary Flood Risk Assessment) is now complete and concludes that there are no significant risk areas within Hartlepool and therefore Hazard and Risk Maps and Management Plans are not required. This report is with the EA to be

forwarded to Europe and a report discussing the conclusions will be presented to Cabinet shortly.

- 11.12 The Surface Water Management Plan for Hartlepool will provide an understanding of the mechanisms of surface water flooding and propose mitigation measures, which can provide the evidence base to fulfil the requirement for Flood Risk Management Plans under the Flood Risk Regulations (2009).

## 12.0 Landfill and Waste

12.1 The Joint Tees Valley Minerals and Waste DPD's set out the spatial planning framework for guiding the development of minerals and waste facilities and operations. They have been prepared jointly by the five Tees Valley authorities and are expected to be adopted in September 2011. These DPDs cover all issues relating to landfill and waste in relation to the Borough development plan.

12.2 The Minerals and Waste DPDs comprise:

- (i) Joint Minerals and Waste **Core Strategy** Development Plan Document, which comprises the long-term spatial vision and overarching primary policies needed to achieve the strategic objectives containing the overall strategy and generic development policies for minerals and waste developments in the Tees Valley. The Core Strategy DPD will provide a coherent spatial strategy until 2026;
- (ii) Joint Minerals and Waste **Policies and Sites** Development Plan Document with Proposals Map. This will identify specific minerals and waste sites and provide a Valley Joint Minerals and Waste Core Strategy.

12.3 An 'Infrastructure Strategy' was prepared as a background evidence paper (No 7) in May 2010. This demonstrates how existing and planned infrastructure, such as roads and railways, will be able to accommodate anticipated minerals and waste developments over the plan period.

## Appendix 1 – Bus Services within Hartlepool including Core Routes

Services 1, 6, 7 and 36 are the core routes within Hartlepool. (NB Service 1 no longer runs on a Sunday or an evening, and on an evening Services 6 and 7 only run on a Friday and Saturday.)

**welcome...**

It's so easy using the bus in Hartlepool. There are frequent buses all across the area, whether your journey is to work, the shops or for leisure. Whether you are in Seaton Carew or St. Patrick's, High Tostall or the Headland, we've got it covered. As well as local services in Hartlepool, we can also take you direct to Middlesbrough or Stockton too!

Just go to the bus stop and raise your arm when you see the bus approaching. Pay the driver when you get on using cash, or show your pass.

- 1 journey planner**  
On this leaflet, there is a journey planner that shows the buses we run in Hartlepool. Don't forget, if there is no direct service, it is always possible to make your journey by changing buses.
- 2 how often around the town**  
On the other side of this leaflet there is a guide which shows how frequently our reliable buses run.
- 3 daytime & sundaevening services**  
Our wide network of services is also shown on the other side of this leaflet. It shows all the bus routes that we run, and is colour-coded for easy reference. The large numbers are the route numbers shown on the front of the bus. There is one map for daytime services and one for evening and Sunday services.
- 4 where to catch your bus in the town centre**  
There is also a bigger map of Hartlepool town centre, which shows you where to board your bus on the way back home.
- 5 tickets to go**  
We also have a range of tickets designed to cut the cost of travelling. There's a book - it can also remove a lot of hassle looking for change.  
**your nearest stop**  
It is not possible to show clearly on these maps the exact location of every bus stop. To find where your nearest bus stop is, please call 01429 267082.

**1 tickets to go**

**Buy them from the driver - change given.**

**megacard**  
**£8.50** for 7 days' travel.  
Unlimited travel on all Stagecoach buses within the Hartlepool area. Please see map enclosed for details of areas covered.  
A Megacard Plus (which also covers Stagecoach buses on Ferriby) is also available for only £11.00.  
4 weeks' £2 week and annual tickets are also available to buy online at [www.bustravelhapp.com](http://www.bustravelhapp.com)

**daycard**  
**£2.90** for a day's travel.  
If your journey involves a change of bus, ask your driver for a daycard which is valid all day on all Stagecoach buses within Hartlepool. A child Daycard is also available for only £3.18 a day.

**dayride**  
**£4.50** for a day's travel.  
If you're travelling across to Seaside, Dayride is the best day ticket you can buy! It's valid on all Stagecoach buses in Hartlepool and throughout Seaside too, with no time restrictions. A Family Dayride is valid for 2 adults and 3 children is also available for only £9.00 a day.

**annual**  
only **£94** per term, or annually from **£219**  
The best value for money! Available to all students aged over 16 years who hold a valid AQA card. Accepted on all Stagecoach North East buses. Buy in advance from our nearest online shop [www.bustravelhapp.com](http://www.bustravelhapp.com)

**single**  
Just tell the driver where you want to go when you board. Whether the town or Seaside, fares range from as little as 10p to around £7.00.

**children**  
Children aged between 5 - 14 years are entitled to travel at half the adult fare. Alternatively, a Family Dayride is available for travel on Stagecoach buses within Hartlepool for only £4.99 a week.

**concessionary**  
Hartlepool's FREE travel is available to the elderly and disabled. Just show your concessionary pass when you board the bus.

**easyACCESS**

Our state of the art easyACCESS buses operate all Stagecoach journeys in Hartlepool.



To further improve your journey with Stagecoach, easyACCESS buses have:

- low entrances that level to kerb height for easy access
- a flat floor at the front
- special buggy parking area
- space for a wheelchair.

**Go to Hartlepool**

There's so much to see and do, just sit back and let us take you there...

**Historic Quay**  
Taking you back to the time of Captain Cook, Admiral Nelson and the Battle of Trafalgar, experience the thrills in this beautiful reproduction of a working 18th century seaport.  
Go there on Services 2, 4, 4A (evening and Sundays only), 7 or 36

**Marina**  
High fashion, swish restaurants, and beautiful sea views combine at one of the most modern Marina facilities in Europe. Come along and see the boats!  
Go there on Services 2, 4, 4A (evening and Sundays only), 7 or 36

**Museum of Hartlepool and the PSS Wingfield Castle**  
Telling the story of Hartlepool from prehistoric times all the way to the present day, it's been amongst Britain's top ten free visitor attractions since opening in 1994. So whether you're looking for sea monsters, or the first 'gas illuminated lighthouse', the Museum of Hartlepool has it all - including the PSS Wingfield Castle, a fully restored paddle steamer. Come along and take a look!  
Go there on Services 2, 4, 4A (evening and Sundays only), 7 or 36

**HMS Trincomalee**  
Berthed beside the Historic Quay, this lovingly restored frigate was originally built in 1817, and is the oldest floating warship in UK waters. And you don't need to be presaged to come aboard and experience naval life!  
Go there on Services 2, 4, 4A (evening and Sundays only), 7 or 36

**Seaton Carew sea front**  
With miles of golden sands and sheltered bathing, treat yourself and see why Seaton Carew was the resort of choice for Victorian Britain - and continues to be a great family day out beside the seaside.  
Go there on Service 1, 4A (evening and Sundays only)

**Middleton Grange**  
With over 140 retail outlets all under one roof, including famous high street names like Marks & Spencer, Middleton Grange is a shopper's paradise and a popular day out.  
Go there on any service shown on this guide

Admission charges may apply at certain attractions. For more details please contact the relevant attraction.

For more information on attractions in Hartlepool, please visit [www.destinationhartlepool.com](http://www.destinationhartlepool.com)

**1 journey planner**

Use this table to find out which service takes you from where you are, to where you want to go. And remember, if no direct route is available you can always make your journey by changing in the town centre.

From	To	Service	Frequency
Seaside	Hartlepool	1	Every 15 mins
Seaside	Hartlepool	6	Every 15 mins
Seaside	Hartlepool	7	Every 15 mins
Seaside	Hartlepool	36	Every 15 mins
Hartlepool	Seaside	1	Every 15 mins
Hartlepool	Seaside	6	Every 15 mins
Hartlepool	Seaside	7	Every 15 mins
Hartlepool	Seaside	36	Every 15 mins
Hartlepool	Seaside	4	Every 15 mins
Hartlepool	Seaside	4A	Every 15 mins
Hartlepool	Seaside	2	Every 15 mins
Hartlepool	Seaside	3	Every 15 mins
Hartlepool	Seaside	5	Every 15 mins
Hartlepool	Seaside	8	Every 15 mins
Hartlepool	Seaside	9	Every 15 mins
Hartlepool	Seaside	10	Every 15 mins
Hartlepool	Seaside	11	Every 15 mins
Hartlepool	Seaside	12	Every 15 mins
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Hartlepool	Seaside	28	Every 15 mins
Hartlepool	Seaside	29	Every 15 mins
Hartlepool	Seaside	30	Every 15 mins
Hartlepool	Seaside	31	Every 15 mins
Hartlepool	Seaside	32	Every 15 mins
Hartlepool	Seaside	33	Every 15 mins
Hartlepool	Seaside	34	Every 15 mins
Hartlepool	Seaside	35	Every 15 mins
Hartlepool	Seaside	36	Every 15 mins

**getting about Hartlepool**

**the busguide**

bus times and fares  
0871 200 22 33

other information  
01429 267082

customer services  
Operations Manager  
8 Market Place  
Hartlepool TS24 7JB

[www.stagecoachbus.com/hartlepool](http://www.stagecoachbus.com/hartlepool)

nationwide bus times  
**traveline**  
public transport info  
0871 200 22 33

\* All rates are charged in 10p per minute plus any charges your network provider makes.



## 2 how often around the town

1	Mon - Sat daytime	every 10 mins
	Mon - Sat evenings	every 60 mins
	Sunday daytime	every 30 mins
	Between Seaton Carew and Middlesbrough, Service 1 buses run every 30 minutes during Monday to Saturday daytime and hourly during evening and Sunday.	
3	Mon - Sat daytime	every 30 mins
	Sunday daytime	every 60 mins
	Sunday service is between Bishop Cuthbert, Rife House, Hartley and the Town Centre only.	
4	Mon - Sat daytime	every 30 mins
	Mon - Sat evenings	every 60 mins
	Sunday	every 60 mins
	Evening and Sunday in Service 4A only, between Seaton Carew and the Marina. Between Seaton Carew, Rife House, the Town Centre and the Marina, Service 4 and 4A combine to provide a bus every 10 minutes during Monday to Saturday daytime.	
6	Mon - Sat daytime	every 10 mins
	Mon - Sat evenings	every 20 mins
	Sunday	every 20 mins
	Evening and Sunday buses serve Seaton Carew, Rife House and South Fens every 20 minutes.	
7	Mon - Sat daytime	every 10 mins
	Mon - Sat evenings	every 30 mins*
	Sunday daytime	every 20 mins
	* Please note that Sunday to Thursday evening buses are operated by another bus company and Megarider Plus tickets and Cumbiders are not valid on these services. Friday and Saturday evening buses are operated by Stagecoach.	
34	Mon - Sat daytime	every 15 mins
	Mon - Sat evenings	every 30 mins
	Sunday	every 30 mins
	Evening buses do not serve Hartlepool Marina.	
31A	Mon - Sat evenings	every 60 mins

## 4 where to catch your bus in the town centre

Routes	Destinations	Stopping at
1	High Tunstall Seaton Carew & Middlesbrough	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
3	Bishop Cuthbert South Fens and South Fens	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
4	Bishop Cuthbert	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
4A	Clavering Rife House and South Fens	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
6A	Maritime Avenue Owton Manor & Seaton Carew	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
7	Owton Manor	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
7	Clavering South Fens & Owton Manor	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
7	Headland Owton Manor	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
34	Marina Stockton & Middlesbrough	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
34	Town Centre Stockton & Middlesbrough	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z
31A	Maritime Avenue Ehwick	A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z





## Appendix 2 – Major Bus Scheme – Infrastructure Register including costs

Infrastructure Register - Final													
Ref	Services	Issue	Proposed Solution	Drawing Ref	Total Scheme Cost	Construction	Land	Fees	Contingencies	Total Local Contribution	Cost to DfT	Estimated Benefit Value	Proposed Year of Implementation
H1a	1, 3/4, 6, 7, 38	York Road (Lider Street to Burn Valley Roundabout) - access for buses affected by general traffic. Variable delay caused by traffic congestion	Carriageway widening, car parking lay-bys, footway improvements and short lengths of bus lane	PR289H118-412/801	£394,843.00	£708,300.00	£3.00	£118,343.00	£50,800.00	£143,428.00	£791,218.00	3	2
H1b	1, 3/4, 6, 7, 38	York Road (Park Road to Lister Street) - access for buses affected by general traffic. Variable delay caused by traffic congestion	Carriageway widening, car parking and bus stop lay-bys and footway improvements	PR289H118-412/801	£758,872.00	£868,873.00	£3.00	£82,142.00	£31,307.00	£198,872.00	£3.00	3	3
H1c	1, 3/4, 6, 7, 38	York Road (Victoria Road to Park Road) - access for buses affected by general traffic. Variable delay due to congestion	Consolidate bus waiting facilities and restrict through traffic to buses and taxis only - further modelling and enhanced stop capacity required. Microsimulation model to be developed and junction capacity to be examined	PR289H113/001	£458,402.00	£418,540.00	£3.00	£43,402.00	£45,408.00	£3.00	£489,402.00	5	2
H1d	8	York Road (Haby Road to Victoria Road) - variable delay due to traffic congestion. Location of bus stop affects Victoria Road junction	Bus lanes, parking laybys and footway/carriageway improvements. Relocate bus stop away from junction	Not yet available	£358,000.00	£458,000.00	£3.00	£50,800.00	£50,800.00	£3.00	£580,000.00	4	3
H1e	5, 7, 38	Victoria Road (Park Road to Glediston Street) - access for buses affected by general traffic. Variable delay due to congestion	Bus lanes, parking laybys and footway/carriageway improvements	Not yet available	£358,000.00	£458,000.00	£3.00	£50,800.00	£50,800.00	£250,800.00	£380,000.00	5	3
H7	7, 38	Variable delay on Marina Gateway due to heavy congestion. Congestion at Glediston Street / Marina Gateway junction	Traffic signals improvements and prohibition of right turn into Clarence Road using widened central reservation, with Museum Road operating in semi-way operation	PR289H116/001	£58,696.00	£38,162.00	£3.00	£5,816.00	£3,518.00	£3.00	£38,696.00	3	1
H9	1, 6, 7, 38	Conflicting movements at Burn Valley Roundabout introduce variable delay	Convert roundabout to signalised junction, subject to detailed modelling, with enhanced pedestrian facilities, bus priority and linked into SCOOT	Not yet available	£708,000.00	£808,000.00	£3.00	£50,800.00	£50,800.00	£250,800.00	£480,000.00	3	3
H10	6, 38	Alignment of Oxford Road / Glediston Road junction makes left turn difficult for buses	Junction improvement to ease turning movement. Pull back southbound stop line to create additional space for left turning buses	PR289H45/001	£258,087.00	£202,117.00	£3.00	£26,244.00	£23,738.00	£3.00	£280,097.00	2	2
H11	3/4, 6, 38	On-street parking restricts access to stops and ease of movement on Oxford Road	Improvements to and extension of existing scheme. Parking to be rationalised and restricted to north side of road only with bus boarders and alighters to prevent overloading. Cost to be confirmed	Not yet available	£18,000.00	£8,000.00	£3.00	£500.00	£500.00	£10,800.00	£3.00	3	2
H12	3/4, 6, 38	Variable delays due to alignment of Oxford Road / Catcote Road junction affecting turning movements	Signalise with bus priority and pedestrian crossings on all arms replacing existing contra and contra crossings. Enforce existing parking restrictions	PR289H17/001	£302,843.00	£408,025.00	£3.00	£48,823.00	£48,895.00	£3.00	£582,843.00	3	1
H13	1, 7	Issues and problems associated with parking at northern end of Brenda Road and the Stockton Road approach to Brenda Road from the south east	Formalise and restrict parking	Not yet available	£24,000.00	£28,000.00	£3.00	£2,800.00	£2,800.00	£3.00	£24,000.00	2	1
H14	1	Variable junction delay due to conflicting movements at Brenda Road / Gile View Way roundabout	Provide left turn lanes and bus lanes on Brenda Road approaches (northbound from Worsborough Road) with widening to permit bus lane southbound and from roundabout	PR289H425/001	£358,000.00	£298,000.00	£3.00	£30,800.00	£30,800.00	£3.00	£360,000.00	3	3
H15	1, 6	Variable delays for buses on Raby Road crossing Hart Lane / Middleton Road junction	Implement bus priority at existing signals	N/A	£3,482.00	£3,482.00	£3.00	£3.00	£3.00	£3.00	£3,482.00	3	1
H17	1, 6	Variable delay caused by congestion at key junction of Walsworth Avenue with Heddon Road	Relocate southbound bus stop	Not yet available	£12,000.00	£18,000.00	£3.00	£1,800.00	£1,800.00	£3.00	£12,000.00	1	1
H18	1	Pedestrian access to bus stops at University Hospital of Hartlepool, parking is also an issue	Improve bus stop facilities	Not yet available	£12,000.00	£18,000.00	£3.00	£1,800.00	£1,800.00	£12,000.00	£3.00	1	1
H19	1	Access to bus stops and parking in general around Throston Garage	Additional and enhanced parking bays to be provided	Not yet available	£38,000.00	£27,000.00	£3.00	£1,800.00	£1,800.00	£16,800.00	£16,800.00	2	2
H20	1	Variable delays crossing Hart Lane, between Wiltshire Way and Tansley Road	Add bus priority to new signals	N/A	£3,482.00	£3,482.00	£3.00	£3.00	£3.00	£3.00	£3,482.00	2	1
H21	1, 6	Making issues affecting access to bus stops and ease of movement in Wiltshire Avenue	Formalise parking with bus stop boarders	Not yet available	£15,000.00	£13,000.00	£3.00	£1,800.00	£1,800.00	£7,500.00	£7,500.00	2	2
H22	8	Making issues affecting access to bus stops and ease of movement in Clavering Road	Provide parking laybys	Not yet available	£108,000.00	£98,000.00	£3.00	£5,800.00	£5,800.00	£25,800.00	£25,800.00	2	2
H30	8	Tight junction relief at King Henry Drive / Steel View Road means buses must cross centre line of West View Road or cut across verge when turning left	Widen junction for left turning vehicles, with bus by-pass leading directly into designated bus layby at eastbound stop	PR289H423/001	£112,000.00	£88,530.00	£3.00	£12,296.00	£10,103.00	£3.00	£112,000.00	2	2
H32	7	Making a footbridge, particularly outside shops, causes congestion and delays buses	Traffic management measures and relocation of bus stops	Not yet available	£108,000.00	£98,000.00	£3.00	£5,800.00	£5,800.00	£40,800.00	£80,000.00	3	2
H33	2/34, 6, 7, 30	Narrow junction of Wynyard Road and Catcote Road causes congestion and delays buses	Widen junction to create dedicated westbound right turn lane	PR289H45/001	£193,712.00	£158,145.00	£3.00	£18,857.00	£17,819.00	£3.00	£183,712.00	3	1
H36	7, 38	Narrow junction of Colton Manor Lane and Catcote Road causes congestion and delays buses	Both sides of junction widened to create separate left and right turn lanes on approaches	PR289H44/001 & PR289H44/002	£297,731.87	£248,227.00	£3.00	£29,504.87	£20,800.00	£3.00	£287,731.87	3	2
H38a	2/34, 8	Narrow junction of Mountney Road and Catcote Road causes congestion and delays buses	Widen and realign junction, without change of priority, and provide parking bays to ensure Catcote Road southbound carriageway is kept clear	PR289H11/001	£145,847.00	£118,958.00	£3.00	£15,889.00	£13,241.00	£3.00	£145,847.00	2	1
H38	1	Bus turning circle in Elizabeth Way often blocked by buses lying over and/or parked vehicles	Reconfigure turning circle to enable buses to pass those lying over. Restrict and enforce parking	PR289H428/001	£44,380.00	£31,273.00	£3.00	£8,896.00	£5,800.00	£10,800.00	£34,380.00	2	2
H37	2/34, 8	Catcote Road / Trans Drive - narrow junction causes congestion and delays buses	Widen southern side of junction to create dedicated right turn lane	PR289H42/001	£118,113.00	£93,810.00	£3.00	£13,768.00	£10,738.00	£3.00	£118,113.00	1	1
H40	-	Church Square Terminus - turning circle for buses affected by general traffic. Variable delay, due to congestion, and poor interchange with rail services	Construction of new interchange facility adjacent to the railway station with turning facility for buses. Land acquired	HT1-03-00-01	£2,778,000.00	£2,178,000.00	£230,800.00	£230,800.00	£230,800.00	£2,470,800.00	£380,000.00	2	1
H44	1, 6	Raby Road / York Road - variable delay caused by congestion at junction	Raby Road northbound approach to junction widened to create separate left and right turn lanes. Relocation of northbound Ouseley bus stop into lay-by and cost to be identified	PR289H38/001	£61,655.00	£58,500.00	£3.00	£5,550.00	£5,800.00	£3.00	£61,655.00	1	1

### Appendix 3 – LTP3 Network Improvements

Area	Scheme	Total Local Contribution	Years
York Road	Carriageway widening, footway improvements, short lengths of bus lanes, parking lay-bys, relocation of bus stop, consolidate bus waiting facilities and potential restriction of traffic between Victoria Road and Park Road. Microsimulation model to be developed and junction capacity examined	£902,000	0-3
Victoria Road (York Road to Stockton Street)	Bus lanes, parking laybys and footway/carriageway improvements	£250,000	3
Maina Gateway junction	Heavy congestion at Marina Gateway junction to be tackled with traffic signal improvements and prohibition of right turn into Clarence Road using widened central reservation, with Museum Road reverting to two-way operation	N/A, receiving funding from DfT	1
Burn Valley Roundabout	There are currently conflicting movements at this roundabout which will be tackled by converting the roundabout to a signalised junction, subject to detailed modelling with enhanced pedestrian facilities, bus priorities and linked to SCOOT	£250,000	3
Oxford Road/Stockton Road junction	The existing alignment makes the left turn difficult for buses – junction improvement will ease this	N/A, funding from DfT	2
Raby Road crossing Hart Lane/Middleton Road junction	There are variable delays for buses at this junction and it is proposed to implement bus priority at existing signals	N/A	1
Junction of Winterbottom Avenue with Holdforth Road	Variable delays caused by congestion so the southbound bus stop to be relocated	N/A	1
University Hospital of Hartlepool	There are pedestrian access issues to the bus stops at the Hospital, so it is intended to improve bus stop facilities	£12, 000	3
Throston Grange	There are access issues to bus stops and parking and additional enhanced parking bays will be provided	£15,000	2

Hart Lane	There are variable delays crossing Hart Lane between Wiltshire Way and Tarnston Road it is intended to add bus priority to the new signals	N/A	1
Winterbottom Avenue	Parking issues affect access to bus stops so parking will be formalised	£7,500	2
Clavering Road	Parking issues affect access to bus stops and ease of movement in Clavering Road	£25,000	2
King Oswy Drive/West View Road	Tight junction means difficulty for buses crossing centre line. It is intended to widen junction for left turning vehicles with bus by-pass leading directly into integrated bus layby at eastbound stop	N/A	1
Northgate	Parking in Northgate causes congestion and delays buses. Traffic management measures are needed to combat this and also the relocation of bus stops	£40,000	2
Wynyard Road and Catcote Road	The narrow junction causes congestion and delays buses, it is intended to widen the junction to create a dedicated westbound right turn lane	N/A	1
Owton Manor Lane and Catcote Road junction	This is a narrow junction which will be widened to create separate left and right turn lane approaches	N/A	2
Mowbray Road and Catcote Road	This is a narrow junction which will be widened and realigned, without change of priority and parking bays will be provided to ensure the southbound carriageway of Catcote Road is kept clear	N/A	1
Elizabeth Way	Bus turning circle is frequently blocked it will be remodelled and parking will be restricted and enforced	£10,000	1
Catcote/Turo Drive	This is a narrow junction which will be widened on the southern side to create a dedicated right turn lane	N/A	1
Church Square Terminus	Turning circle for buses affected by general traffic. Construction of a new facility adjacent to the railway station with turning facility for buses	£2.4m	0-1
Raby Road/York Road	There are variable delays caused by congestion at the junction. Raby Road	N/A	1



	northbound approach to junction widened to create separate left and right turn lanes. Relocation of northbound Odeon bus stop into layby and cost to be revisited		
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## 6.1 Appendix 2

### Summary of Responses to the Local Infrastructure Plan

Consultee	General Comment/ Paragraph in SPD	Comment	HBC Suggested Response
Chris Scaife, HBC	Green Infrastructure	Supportive of the information within this section.	No change necessary.
David Catty, Office for Nuclear Regulation	Nuclear Power section	ONR has no comments to make at this stage. ONR wishes to arrange a meeting with HBC to discuss strategic planning around Hartlepool Power Station.	No change necessary. Happy to have a meeting with ONR regarding strategic planning issues.
David Marjoram, Middlesbrough Borough Council	Overall Document	MBC does not wish to make any comments at present but wish to be kept involved in any future stages of consultation.	No change necessary.
Elaine Bennington, North East Ambulance Service	Transport Network	NEAS is reassured to note that there are fairly expansive plans to improve the travel networks, including road networks, around Hartlepool. NEAS would welcome further information and perhaps involvement as plans for the expansion of residential areas and the power station are developed.	No change necessary.
Chris Munro, Homes and Communities Agency	Overall Document	HCA has noted contents of document and have no comment to make at this time. HCA look forward to working with HBC to support delivery of local priorities.	No change necessary.
Michael Hault, Highways Agency	Overall Document	<p>Circular 2/2007 states that where possible alternatives to building new roads through measures such as network management and making smarter choices easier should be looked at. Therefore the HA would wish to see mechanisms introduced to reduce the need to travel.</p> <p>Supports the development of the LIP</p> <p>Supportive of specific infrastructure requirements for strategic sites within the Core Strategy (CS). Ensuring conformity with policies within CS will also be an important requirement of</p>	<p>Noted, we try and promote public transport and other sustainable modes of transport within new developments and try to create sustainable communities.</p> <p>Noted</p> <p>Noted</p>

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		the LIP.	
		Supports para 3.2	Noted
		Welcomes continued engagement with infrastructure providers as in 4.1	Noted
		The agency agrees with the challenges identified within para 5.3	Noted
		The Agency is generally supportive of the sustainable transport schemes identified as key to tackle such constraints including the Tees Valley City Bus Network, Tees Valley Metro and tackling projected growth on the trunk road through improved public transport, enhancements to the local network and demand management measures.	Noted
		Demand management measures to reduce the need to travel and to maximise sustainable accessibility are generally supported.	Noted
		References in 5.9 to the AAP and pressures on A689/A19 & 19/A179 junctions and need for developments to contribute to improvements where they will impact on these junctions is supported	Noted
		The AAP was carried out in November 2009 and based on the development scenario at that time – if the strategy has changed the AAP will need re-running.	HBC to liaise with TVU to re-run the AAP based on the current development scenario.
		A key concern for the Agency is Wynyard and North Burn. North Burn will have a significant impact on the SRN should the site be fully developed – a position that will ultimately happen to justify the initial outlay in site infrastructure required to bring it forward. The Agencies TIAT (Traffic Impact Assessment Tool) has identified that the prestige employment site at Wynyard and	HBC fully appreciates the impact that developments in this location will have on the SRN and will continue to work closely with the Agency and developers to ensure legal agreements are secured on new developments to

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		<p>North Burn were both likely to have a considerable impact on the A19/A689. Evidence is required to demonstrate that the proposed measures identified in CS4 would satisfactorily deal with the impacts of individual sites and cumulative impact of the strategy's development as a whole. Response quotes 5.12 from LIP. The Agency is particularly supportive of continuing to work with the Council to ensure that a sustainable development is delivered in this location which will not detrimentally impact on the SRN.</p> <p>Agrees with statement at 5.14 that Wynyard and developments along the western fringe will put additional pressures on the local network.</p> <p>Agency welcomes reference to legal agreements being used.</p> <p>Table one is supported. Further welcomed that failure to deliver these improvements could impact on the deliverability of sites in the Core Strategy.</p> <p>An update to the AAP as previously mentioned will allow the Agency to comment in more detail on the schemes in Table 1 which impact on the SRN.</p>	<p>pay for the necessary network improvements in the area.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted, the AAP will be reassessed prior to adoption of the revised LIP.</p>
Fens Residents Association	Whole document	<p>We are pleased that the multiple transport issues which would arise from a south western expansion of the town are fully recognised in table 1. It is our opinion that the developers should bear the costs of these if the south west extension goes ahead.</p> <p>No reference is made to the Claxton Green Wedge. Is there any reason for its omission?</p>	<p>Noted.</p> <p>Its omission is an error and reference will be made to this green wedge in the revised version of the LIP.</p>

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Natural England	Whole Document	<p>NE welcomes ref to bus network improvements and TV Metro and also strongly supports measures which encourage sustainable transport and reduce the use of the private car.</p> <p>Welcome the requirement for developers to provide a significant proportion of energy from renewable or non-carbon sources. We believe renewable energy generation should be encouraged in suitable locations at an appropriate scale.</p> <p>Welcomes recognition of the importance of green infrastructure. It should be noted that GI includes other elements such as trees, green roofs and SUDs. We would encourage the Council to include provision for these features in the forthcoming GI SPD.</p> <p>We welcome the area based projects. We are pleased to note the many new and enhanced cycle routes and greenways proposed as part of these. We welcome the provision of quality green space on the urban fringe, as this will help to ensure that people do not feel cut off from the surrounding countryside.</p> <p>We welcome the provision of a masterplan for the North Cemetery. Concept statements should be used for GI master planning.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
Sport England	Whole Document	<p>The Council's playing pitch strategy is out of date as it is 8 years old. Sport England advise these strategies must be no older than 5 years old to support DPD preparation.</p>	<p>Noted. At a meeting between SE and HBC on the 11<sup>th</sup> October 2011 it was agreed that the Playing Pitch Strategy would be updated in Partnership with SE to provide an up-to-date evidence base.</p>

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		<p>Without a robust evidence base it is not possible to know whether the list of areas of key infrastructure provision at 4.2 is too narrow in that it fails to include sports facilities.</p> <p>The failure to include sports facilities within the list appears to be at odds with a number of the key threads which translate the aspiration of achieving better health from the Community Strategy into Core Strategy policies on Planning Obligation, Community Facilities and Open Space.</p> <p>Until such a time as the LDF evidence base proves that there are no major quantitative and qualitative deficiencies in Hartlepool's sports facilities and that they are able to accommodate the level of growth envisaged in the Core Strategy, it will be necessary for Sport England to object to the scope of the LIP and its failure to include sports facilities.</p>	<p>The omission of Sports facilities from the LIP is an error and these will be included in the final version.</p> <p>As above. Sports to be included.</p> <p>See above comments.</p>
AMEC on behalf of the National Grid	Gas and Electric networks	<p>Welcome the information set out in section 8 relating to the national grid. The distinction between transmission networks and distribution networks should be made. National Grid are responsible for the electricity and gas transmission networks, while it is the regional distribution companies who are responsible for the electricity and gas distribution networks in the Hartlepool area.</p> <p>The electricity distribution company in the area is CE Electric UK and the gas distribution company is Northern Gas Networks. Contact those in relation to constraints and opportunities that the distribution networks may have on specific sites and growth in the area. The energy networks website has contact details for these companies. <a href="http://www.energynetworks.org">www.energynetworks.org</a></p>	<p>Noted.</p> <p>Noted.</p>

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Hartlepool Civic Society	Transport	<p>Transport – The main concern is the current congestion at A689/A19/Seal Sands/Billingham – particularly at peak times. This will be exacerbated by Wynyard Developments – more housing, more business and even more if the proposed hospital goes ahead. The latter site seems to have been picked without any regard to access from the areas it is to serve both for staff, service provision and patients. No proposals are included in the plan for smooth access. A future nightmare situation seems obvious.</p> <p>Improvements are also required to improve the A19/A179 junction as pressure is already building up there at peak times.</p> <p>A new road into North Burn is not necessary and should not be prioritised. There are other unused sites and development at North Burn is not required.</p>	<p>These concerns are reflected in the document – the A19/A689 junction is of particular concern. Any development which impacts on the Strategic Road Network (SRN) would be objected to by the Highways Agency unless works are carried out to mitigate any impacts. This document can be used as justification to ask for developer contributions to carry out these works.</p> <p>Again this junction is identified in the LIP.</p> <p>An access road is needed to the site if the site is to develop.</p>
	Nuclear Power	<p>Uncertainty exists that flood defences are not capable of protecting a nuclear site. These concerns are strengthened with the recent surveys of erosion by sea further north on the Headland.</p> <p>There is also the alarming situation that the storage of nuclear waste would be required at a more local level than hitherto and that decommissioning of the existing power station may include storing waste at Hartlepool.</p>	<p>The LIP identifies that works will need to be carried out to flood defences prior to a new power station being built. The costs of this can be shared with the developer.</p> <p>This is a national issue and one which Hartlepool is involved with as part of a nuclear decommissioning group (NuLeaf).</p>
	Green Infrastructure	<p>The society concurs with the proposals for the Green Infrastructure and is pleased to note the establishment of a new green wedge</p>	<p>Noted.</p>

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		near Golden Flatts.	
John Cunliffe, Greatham Parish Council	Whole Document	<p>The Parish Council (PC) regard Sustainable and Realistic as the two most important words. These two words make the difference between a workable plan and rhetoric.</p> <p>The PC is aware of some contradictions to the Core Strategy and its sustainability.</p> <p>How can the LIP set out a realistic delivery programme for a Core Strategy that has not yet been published? The LIP should consider other options suggested by the public.</p> <p>Not considered that “providers also need to contribute significantly towards infrastructure delivery” is realistic.</p> <p>If infrastructure is not provided investment will go elsewhere.</p> <p>If necessary infrastructure improvements are not insisted on, so as not to overburden the private developer, then important changes will not take place to the further detriment of existing residents.</p> <p>The PC want something more tangible from companies involved such as a promise to provide relevant infrastructure changes.</p>	<p>Noted.</p> <p>Noted.</p> <p>The LIP illustrates where the infrastructure needs are likely to be for the emerging Core Strategy. Should the CS significantly change the LIP would need amending to reflect this. As such it is not appropriate at this stage to consider other options.</p> <p>Viability of schemes is always a consideration but if infrastructure is needed it needs to be paid for and it is reasonable to require a contribution from developments which will use the infrastructure.</p> <p>Noted</p> <p>Noted and agreed. Officers will do their utmost to secure the necessary improvements through legal agreements.</p> <p>Legal Agreements as part of developments are the best way to secure necessary works.</p>



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	Transport	<p>We agree with the comment at 3.4 "...policies and proposals will not be included in the CS where this LIP cannot demonstrate that there is a contingency arrangement in place should the proposed delivery mechanisms stall." This is important but relies on HBC accepting that certain suggestions within the CS are not realistic. Despite logical, well structured argument HBC are not deterred from their present pathway. Will the LIP be able to underline the issues enough where no alternative can be found?</p> <p>The PC put to HBC that the transport system was a potential constraint early in the consultation on the CS.</p> <p>The Metro is not definite – would not happen until late in the plan if at all.</p> <p>Provision of a quality public transport network is unrealistic given insufficient money, poor planning and lack of vision...it is no way sustainable under present plans. Unless Hartlepool can integrate into the Tees Valley system then this will never work and the local business will lose out as will any further development. Industry will go where the transport infrastructure is already in place and where they do not have to contribute thousands towards new infrastructure.</p> <p>Bus systems are only partly successful in large cities and have in no way alleviated the problem especially in rural areas meaning people still need cars. Some people prefer to pay congestion charges rather than sitting on a bus. Car</p>	<p>The strategy put forward is the current preferred strategy which is considered deliverable. The LIP highlights infrastructure which is needed to make certain designations in the CS deliverable. It is not considered any of the policies/designations within the CS are not realistic if the right infrastructure is put in place.</p> <p>Noted.</p> <p>Agree it is a long term ambition but considered one which could develop within the plan period.</p> <p>Noted. Improvements to the network in the current financial climate are challenging. The other TV authorities have no advantage over Hartlepool as they already experience high levels of congestion on an overburdened network. One of Hartlepool's main strengths in attracting business is the lack of congestion in comparison with its neighbours.</p> <p>Noted. Improving public transport in rural areas is a challenge currently being faced.</p>
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		<p>sharing is more cost effective.</p> <p>The TV Metro must include for the re-opening of Greatham Station. This could not only serve the village but also South Hartlepool, Queens Meadow and the increasing wildlife attractions around Greatham Creek and Seal Sands. The 527 bus service should be re-instated as a link to the station. A park and ride service could be considered but this would require securing the old RHM/CEREBOS car park. Existing rights of way could also be upgraded and include cycle provision which could then serve Queens Meadow and Graythorp business areas.</p> <p>5.8 states the capital cost of the proposal in 2005 was £141.9m. So what are the costs going to be in 2015? Can we fund such a proposal? Or should we look at alternatives which are cheaper and perhaps more advantageous to the people and businesses of Hartlepool?</p> <p>5.9 – whilst I agree with the named problems, the A689 roundabout to Seal Sands / Billingham is omitted which even now can experience significant congestion. A19 experiences heavy traffic which is increasing. Perhaps increasing the A19 to 3 lanes from the A689 would be worth considering.</p> <p>The A19/A689 junctions at Wolviston</p>	<p>Agreed. Comments noted and will be considered at a time when the TV Metro proposals come forward.</p> <p>The costs will inevitably rise in line with inflation in the future and identifying funding opportunities will be critical. Close liaison between the Local Enterprise Partnership, the Highways Agency and other funding bodies will be crucial if funding for such a major scheme is to be found. Currently we are unaware of an alternative solutions which would be cheaper or more beneficial.</p> <p>Note comments about Seal Sands roundabout and will include in the table. The A19 is part of the Strategic Road Network and any improvements or works to that is the responsibility of the Highways Agency.</p> <p>This is recognised in the</p>
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		<p>are already congested at Peak times. If development at Wynyard continues with more housing, a growing business park and a new hospital the situation is going to rapidly deteriorate and Hartlepool's main link with Teesside and beyond is going to become a logistical nightmare. Should the housing at Claxton be approved the A689 will simply not be able to cope. Some pressure needs to be taken from the A689 as the main access into Hartlepool by completing the duelling of the A179 past Hart to the A19 where an improved junction with roundabout is needed. This should be used to redirect traffic (with signage) destined for the north of Hartlepool to stay on the A19 to access the Headland and Marina. Using the A179 for the latter would also help reduce the congestion in the centre of Hartlepool on Stockton Road between Stranton and Church Street.</p> <p>Consideration also needs to be given to the effect on Newton Bewley. Cutting the village in two by putting a dual carriageway through the heart of it was not the wisest of moves. There needs to be some thought given to the suffering inflicted on this small community.</p> <p>With an over allocation of land for business use and an underdevelopment of existing sites at Wynyard the development of North Burn should not be a priority. In fact the dire effects on the over stretched A19 should put this development in doubt. As this development is likely to stretch the provision of water and sewerage the sustainability of this extension must be questioned. The provision of a junction to serve North Burn should not be prioritised over schemes such as improvements to the A179 and its junction with the</p>	<p>LIP and is identified as a critical junction for improvement. There is no indication from the HA or the local transport planners that the A689 will not be able to cope as a result of the Claxton development.</p> <p>The suggestion of duelling the A179 is an option which will be incorporated into the LIP as it may be needed over the plan period.</p> <p>It is not considered practicable to re-route this road. Traffic calming measures have been put in place to try and make it safer for local residents.</p> <p>HBC fully appreciates the impact that developments in this location, especially North Burn, will have on the SRN and will continue to work closely with the Highways Agency and developers to ensure legal agreements are secured on new developments to pay for the necessary network improvements in the area.</p>
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		<p>A19.</p> <p>5.10/5.12 – These are very important statements and must be thoroughly investigated by HBC before any further development is considered. There is a lack of detail regarding the proposed Wynyard hospital and improvement of links. Need further details.</p> <p>5.14 – Mention is made of new developments along the western fringes and the need for improved road junctions but no mention is made of the Dalton Back lane junction with the A689 in relation to the Claxton development. Should this development be confirmed it will need a major new road to service it. Should not create another new junction on the A689 increasing congestion and problems for Greatham and rural traffic. The existing junction should be improved with a roundabout to serve development. Thought must be given to the impact on Dalton Back Lane of traffic accessing the A19. The unsatisfactory junction at the Windmill at Dalton must be a serious concern. Link roads to any westward expansion are going to seriously increase traffic on less than adequate existing estate roads. The lack of fore thought in not providing sufficient traffic corridors in the existing western suburbs will result in a deterioration of the quality of life for any residents.</p> <p>Work needed to accommodate all proposed new developments must be considered before any further progress can take place. HBC must realise the upheavals to the local people and businesses must be fully considered and not reliant on</p>	<p>The LIP has highlighted these areas due to the current and future problems that are likely to occur at these junctions. Through the previous hospital application a contribution was secured towards highway and public transport improvements.</p> <p>It is included in table 1 of necessary improvements under the title of “main arterial route through the south west extension.” Whether it is a new junction or a improvement and realignment of the Dalton Back Lane junction is yet to be confirmed and would be looked at as part of a masterplan for the area.</p> <p>Again link roads into and out of the new development are covered in table 1 under “south west extension link roads.”</p> <p>New development will always impact on people. The LIP through considering carefully the issues which are likely to arise as a result of the Core Strategy</p>
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## 6.1 Appendix 2

		<p>financial constraints. The LIP must provide adequate and realistic solutions to the problems identified before the Core Strategy can be adopted with the over ambitious housing proposals it has contained.</p>	<p>allocations tries to illustrate where improvements to the transport networks will be necessary to facilitate those new developments whilst not adversely impacting on the current situation.</p>
	Education	<p>Any major new development at Claxton will require a new primary school. This must be progressed as demand arises and must serve only the new estate to avoid excessive traffic. As no school has yet materialised on the Bishop Cuthbert Estate in the north of the town one must be very concerned at the ability of the local authority to meet a similar need at Claxton. Assurances are sought that any provision at Claxton will NOT result in any threat to the village school at Greatham.</p>	<p>A new primary school will only be progressed if it is shown that there is a demand for a new school. Legislation prevents the Local Education Authority from allowing a school to serve only the new estate. Any need for a new school will arise as a result of additional pressure that cannot be met by the current schools.</p>
	Health Provision	<p>Pathways to Care is aimed at providing health facilities as close to home as possible. 7.2 – improved community services – the PC believe that at the present time, rather than developing this aspect, it is being eroded with the loss of public transport and the community health care. Greatham had its own health centre which provided health care for local people. It was cheaper than providing home care for the elderly and meant that it was kept in the community. That has been removed for a far more expensive, and inconvenient method of health care. The PC see this as an indication of the way the village life may be eroded and little trust can be afforded to health plans in the area. We feel that the comments in the LIP are contradictory to the needs of the communities in the area and are based purely in economic terms.</p>	<p>The information provided in the LIP does not contradict what has happened in terms of health care provision in the town.</p> <p>Unfortunately in the current economic climate health care facilities across the country will come under scrutiny to see whether they are delivering health care in the most efficient way possible.</p>

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		<p>The “Putting People First” programme is failing. With the closure of the clinic in the Greatham community services have declined not improved. People in Greatham are simply told that we are close enough to the facilities in town – catch a bus! With a significant elderly population in the village the loss of the greatly valued clinic combined with the disappearance of the bus services to the south of the village, older people and those with children are feeling more isolated and much less well supported.</p> <p>7.3 – Momentums “enhanced GP and Health Centre Services within easy reach to local population” only raises questions of what health professionals consider local. It certainly appears to be something very different to that understood by a rural population.</p> <p>7.6 – It remains to be seen if Connected Care will improve the declining situation in the villages – we would certainly hope it could. The statement that it is to be rolled out across the TOWN (not Borough) suggests not.</p> <p>7.9 – The proposal that should Claxton proceed it will need new health care facilities as part of a local centre raises great concerns as no doubt that will be used as an argument for not providing anything in Greatham. It seems unlikely that there will be any public transport links between the new developments and the village – in fact every likelihood that the existing public transport in Greatham could suffer in competition further isolating the village population.</p>	<p>See comment above.</p> <p>New facilities may be delivered as part of a local centre in the Claxton development which may benefit the Greatham community in the medium term.</p> <p>Noted.</p> <p>Noted, will be amended to Borough.</p> <p>If a new facility is delivered at Claxton this could benefit Greatham residents who may currently have to travel further to access health facilities.</p>
	Utilities	<p>8.18 – Elements of this paragraph are important but unless support is given then it is unsustainable. Business will</p>	<p>Discussions over viability of schemes form part of the development</p>

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		<p>“shy away” if faced with the burden mentioned in this paragraph.</p> <p>8.23/8.24 – It appears that NWL has concerns about operational water and sewerage infrastructure requirements needed to serve housing extensions to the west which is at “odds” with HBC on the Core Strategy preferred option at the Claxton area. It appears that this has been kept on a low profile and suggests that the planners have not given consideration to this. I suspect this may become more important especially in the next 25 years if water supply and sewerage implications are not looked at with a more active attitude. We are keen to see the comments made by NWL on this. It would be very wrong for planning to be pushed through without the NWL being able to guarantee supply and sewerage needs for the next 50 years.</p> <p>This is also reflected in 8.26 to 8.29. Local concerns have not been mentioned regarding the beck running below Greatham. This is very important part on nature conservation in the area. It runs directly into Greatham Creek and then into the Tees at Seal Sands (RAMSAR / SPA sites). Any failure to protect this beck by NWL and HBC is unthinkable and the increased waste water from the new development will cause flooding in the local fields as well as destroy natural habitats. Such decisions on this part of the strategy must look</p>	<p>process. These types of requirements are made by most authorities and do not in themselves lead to businesses not locating in the Borough.</p> <p>This issue has been, and will continue to be, discussed with NWL and any developers involved in bringing forward sites within Hartlepool. NWL have commented on the previous preferred options reports and are well aware of the proposed strategy for growth. HBC will continue to work with NWL and developers to ensure that all new development which comes forward does so with the correct infrastructure in place and in a way which will not worsen any existing issues; in fact methods of reducing current problems in line with new development have been, and will continue to be, explored.</p> <p>See comment above.</p>
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		<p>beyond 2025.</p> <p>Mention is made of the Hart/Elwick developments which it thinks will reduce the development pressures in Greatham which is served by its own small treatment works. But it doesn't mention any impact the proposed large scale (2200 houses) development at Claxton may have. There are also concerns in Greatham as to how services will be provided to these areas and whether the village will be affected by works to provide these. The vicinity of Greatham is already crisscrossed with cables, pipes and sewers and service areas. No benefit is accorded to the village community that suffers these; the village continues to have its own small sewerage treatment works despite a major underground sewer connecting Billingham and Seaton Carew running past the village. This would appear to be placing constrictions on the development of Greatham as the sewerage treatment works has only limited capacity -how limited? The much smaller villages of Newton Bewley and Dalton Piercy are served by Billingham and Seaton Carew sewerage treatment works despite being a greater distance away.</p>	<p>See comment above. HBC will liaise with NWL and developers to try to ensure new developments do not worsen any existing problems and in fact that measures are put in place where appropriate to improve these problems.</p>
	Nuclear Power	<p>8.30 – It is a cause for concern to learn that the flood defences are not capable of protecting a nuclear power site. How secure is it now?</p>	<p>The defences are secure at the moment in relation to the power station, however there is a medium to long term need for improvements to guard against erosion. These improvements will be needed prior to a new power station being built and an infrastructure contribution towards these works would be sought from the</p>



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		<p>The suggestion that the SPA may be adversely impacted upon by the development of the nuclear power station is also extremely alarming especially as the current development of these offers some hope of support for village facilities.</p> <p>8.31 – Of even greater concern is the revelation that there will be a need to deal with waste arising from the nuclear power station at a more local level than present. This policy seems to suggest this will be considered at a national level so what say will we have in Hartlepool? Have any permanent disposal sites been identified in the UK? It would seem we and our descendants will be dealing with the impact of this form of energy production for centuries, considerably more years than the station was providing useful service.</p> <p>8.32 – on the decommissioning of the existing Nuclear Power Station would appear to advocate the storage of all but the low level waste at Hartlepool. The Parish Council already has objections relating to the so called eco industries / waste management suggested for Graythorp and would seek assurances that Graythorp could never become a location for dealing with nuclear waste.</p>	<p>developers.</p> <p>Noted. Mitigation measures would be needed should there be any impact on the SPA.</p> <p>This is a national issue and one which Hartlepool is involved with as part of a nuclear decommissioning group (NuLeaf).</p> <p>The strategy for dealing with waste from the decommissioning is set out by British Energy. As part of the decommissioning process all issues including how and where the waste is dealt with will need to be discussed with the Borough Council.</p>
	Telecommunications	8.33 – Superfast broadband – Greatham does not have this at present. We look forward to this becoming a reality.	Noted.
	Green Infrastructure	The policy on Green Infrastructure is broadly to be welcomed but as well as looking at the potential of the countryside to be of benefit to the urban population it needs to look at the rural communities, the economy	Noted, however farming is not generally accessible to the wider public and does not form a critical element in the development of green

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		<p>of the rural area and the needs of the largest single land use in the Borough – farming.</p> <p>The plan suggests a multi user bridge over the A19 to facilitate access for walkers and cyclists to the more remote western edges of the Borough, a similar bridge over Greatham Creek and an underpass of the A179 for the proposed Western Greenway. The Parish Council would argue an urgent need for a pedestrian and cycle bridge over the A689 at Sappers Corner. This would serve the existing main cycle/rights of way to Billingham and Teesside via Cowpen Bewley and the link to a western greenway. It would also support the proposals to develop links via Greatham village to the INCA and RSPB sites at Greatham Creek and beyond to Saltholme and for the workforce at the industries at the mouth of the Tees. All this would be very welcome in helping support the village economy. Consideration should be included in the policy for an alternative and possible easier link to Saltholme via Greatham, Cowpen Bewley Wildlife Park and the Seal Sands Road (or using remedial works to the current landfill site between the Wildlife Park and Saltholme).</p> <p>The Parish Council would agree that the southern business zone has long been neglected and that quality of the environment has suffered greatly. Environmental improvements would certainly improve the image of Hartlepool and make these business areas more attractive for investment. This improvement needs to be undertaken in the environs of the business parks themselves and the approach roads such as Belle Vue Way in the vicinity of Tofts Farm and Hunter House industrial estates. The proposed green wedge at Golden</p>	<p>infrastructure.</p> <p>Noted, will incorporate the possibility of a pedestrian bridge in this location in the Western Greenway Route within the Green Infrastructure chapter.</p> <p>Noted. It is considered that the improvements suggested to the Golden Flatts green wedge will improve not only the environment of the southern business zone but also offer opportunities for people to travel into the southern business zone in a more sustainable and pleasant environment through the creation of new</p>
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		<p>Flatts is on the periphery of the business areas, not linked to them by road or path and lies beyond housing – it is therefore not likely to have a huge effect on the attraction of the business areas themselves. The green wedge is very wide and ought, in part, to be allocated for housing to reduce the impact of that proposed within the countryside at Claxton.</p> <p>A member of our PC had discussions regarding the official green wedge being placed round the village of Greatham with Mayor Drummond. She left with the agreement that this would be done and that Greatham would be protected from massive expansion and being swallowed up in more development.</p> <p>Green infrastructure needs to be incorporated into the proposals for any westward expansion from the start. In particular along Greatham Beck which is a major wildlife corridor linking the hinterland to the wildlife sites at Greatham Beck, Seal Sands and Saltholme and along the A689 to provide a buffer to the road and preserve the distinctiveness of Greatham Village and expand on the green wedge that runs along South Fens. There is currently no green wedge from the countryside in the southern part of the town the green area at south Fens should be part of just such a wedge.</p> <p>And finally... Greatham PC is an elected body and is there to support and defend the village and its residents. We ask that our concerns are taken into consideration so that we can secure the villages' future. We fear that the planners, a non-elected body, may lose sight of our issues and a fear that Greatham will become another Graythorp and be lost in a developers</p>	<p>pedestrian and cycle routes which aren't currently available.</p> <p>The area is not suitable for housing due to the proximity of the pipe mill.</p> <p>A strategic gap allocation will be identified on the proposals map.</p> <p>Noted. A section on the Claxton Green Wedge will be included in this section of the LIP.</p> <p>Noted. Comments are all considered and taken into account where appropriate.</p>
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		"mess".	
Alan Hunter, English Heritage	General Comments	<p>The LIP is a key component of the delivery requirements for the LDF. It also offers a timely and proactive approach to respond to the Government's Localism agenda and the proposed changes to the planning system, particularly regarding Neighbourhood Plans.</p> <p>Our engagement with the LDF process and the Council's Core Strategy has, I believe, been a positive one which will hopefully give rise to a strong framework against which development proposals effecting the historic environment can be assessed.</p> <p>It is within this context that I would wish to draw your attention to the potential for promoting improvements to the historic environment through the LIP, in order to implement policies in LDF documents that relate to it and its heritage assets. This is particularly relevant bearing in mind the emphasis now given to plan making and the historic environment in PPS5 Planning for the Historic Environment (Policy HE3): "...Local Development Frameworks should set out a positive. Proactive strategy for the conservation and enjoyment of the historic environment in their area". The Development Management of policies of PPS5, such as HE7.4 and HE9, may also be of relevance to the formulation of implementation and investment plans depending on the scale and impact of the planned development and the circumstances of the environment so affected.</p> <p>In the context of the Community Infrastructure Levy, a wide definition of infrastructure continues to be promoted in terms of what can be funded by the levy and what is</p>	<p>Noted.</p> <p>Noted and agreed.</p> <p>Noted.</p> <p>This will be considered if CIL is taken forward by the Borough Council.</p>

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		<p>needed to support the development of an area. The key areas include:</p> <ul style="list-style-type: none"> <li>- Open Space: as well as parks and green spaces, this might also include wider public realm improvements, possibly linked to a Heritage Lottery Fund scheme, conservation area appraisal and management plan, or green infrastructure;</li> <li>- “In kind” payments, including land transfers: this could include the transfer of an “at risk” heritage asset;</li> <li>- Repairs and improvements to heritage assets where they are an infrastructure item as defined by the 2008 Act, such as cultural or recreational facilities.</li> </ul> <p>Section 106 agreements currently offer further opportunities for funding improvements to, and the mitigation of, adverse impacts on the historic environment, such as archaeological investigations, access and interpretation, and the repair and reuse of buildings or other heritage assets.</p>	
	Specific Comments on Document	<p>The plan contains no information as regards the issues and opportunities for the historic environment and its heritage assets. I regard this as an omission in terms of delivering truly sustainable communities and in implementing the Core Strategy, as well as taking forward more local level planning. PPS5 sets out the Government’s view that the historic environment is important in creating sustainable places, emphasising its positive role in place shaping and the establishment and maintenance of sustainable communities and economic vitality (Policies HE3.1 and HE7.4). I would suggest that a succinct summary on the historic environment is included, referencing</p>	<p>Noted.</p> <p>It is considered that the Core Strategy will provide the necessary protection and opportunity for enhancement of the historic environment and heritage assets. It is not considered that a section on this is needed within the Local Infrastructure Plan.</p>

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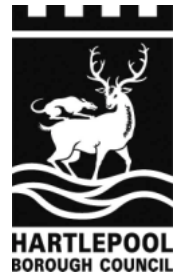
		<p>key evidence base information such as the national Heritage at Risk Register, conservation area appraisals, the Historic Environment Record, and Historic Landscape Characterisation.</p> <p>Scope of infrastructure: The plan focuses on physical, economic, social and green infrastructure. These definitions can (and ought to) be broadly interpreted to include opportunities for the historic environment. Green infrastructure can, for example, include heritage assets: social infrastructure may be based in historic buildings; and heritage assets can directly benefit economic infrastructure through supporting regeneration and business growth.</p> <p>Housing and cohesive sustainable communities: historic buildings within or in the vicinity of a settlement or locality may offer opportunities for residential reuse or, where appropriate, conversion.</p> <p>Economic investment and Opportunity: Existing Partnership Schemes in conservation areas can be highlighted, as can opportunities to promote and/or extend new schemes. Historic Buildings may offer opportunities for business or employment use. Investment in heritage assets (eg listed buildings at risk), and the wider historic character of a place (such as the Headland) may also serve to stimulate and support the tourism offer and attractiveness of a place to retain and attract economic development. Opportunities may also exist to further develop the tourism offer of established heritage assets open to the public and their links to nearby settlements, for example sites owned by the National Trust or English</p>	<p>See comment above.</p> <p>See comment above.</p> <p>Agree, however consider these opportunities are highlighted through the Core Strategy and do not need including within the Local Infrastructure Plan.</p>
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		<p>Heritage. The development of traditional building and craft skills may also present economic opportunities through programmes promoted by the historic environment team.</p> <p>Social and Community Infrastructure: Heritage assets can be the base for many social and community services and activities, including places of worship. The community transfer of assets may be an opportunity, so too extending the current use of assets to accommodate a wider variety of uses. Promoting extensions to the public rights of way network can include improving access to heritage assets and their enhanced interpretation and enjoyment. The provision of open space might be linked to improving public access to historic landscapes in the vicinity.</p> <p>Environment and Climate change: This might include tackling a heritage asset at risk, investing in the public realm of a conservation area or other valued historic townscape, improving public access to heritage assets as parts of the green infrastructure network and or leisure and recreational facilities, and encouraging the repair and reuse of historic buildings.</p>	<p>Agree, however consider these opportunities are highlighted through the Core Strategy and do not need including within the Local Infrastructure Plan.</p> <p>Agree, however consider these opportunities are highlighted through the Core Strategy and do not need including within the Local Infrastructure Plan.</p>
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## **CABINET REPORT**

9 January 2012



**Report of:** Director of Regeneration and Neighbourhoods

**Subject:** NEIGHBOURHOOD MANAGEMENT

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### **SUMMARY**

#### **1. PURPOSE OF REPORT**

This report sets out a range of changes to the Local Authority's Neighbourhood Management approach.

#### **2. SUMMARY OF CONTENTS**

The report responds to recent decisions taken by Cabinet including retaining a focus on the 5% most disadvantaged areas and explores how Neighbourhood Management will respond to the introduction of Neighbourhood Plans under schedule 9 of the Localism Act. The report also considers the concept of ward profiles, and outlines the new Neighbourhood Management boundary following Cabinet's decision to move to two Neighbourhood Management Areas

#### **3. RELEVANCE TO CABINET**

Neighbourhood Management affects all Portfolio's.

#### **4. TYPE OF DECISION**

Non Key

#### **5. DECISION MAKING ROUTE**

09 January 2012

#### **6. DECISION(S) REQUIRED**

- Cabinet are asked to note the introduction of Neighbourhood Plans as determined by the Localism Act, (see section 3) and the



new Neighbourhood Management Boundary as described in section 6 of the report.

- Cabinet are asked to comment on the
  - The proposal to merge a number of NAP forums to ensure there is only one NAP forum in any of the new ward, as specified in 4.5
  - Role and name of NAP forums as defined in 4.8 and
  - The introduction of Ward Profiles as laid out in section 5 of the report

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**2. SUMMARY**

- 2.1 The report responds to recent decisions taken by Cabinet including retaining a focus on the 5% most disadvantaged areas and explores how Neighbourhood Management will respond to the introduction of Neighbourhood Plans under schedule 9 of the Localism Act. The report also considers the concept of ward profiles, and outlines the new Neighbourhood Management boundary following Cabinet's decision to move to two Neighbourhood Management Areas

**3. BACKGROUND**

- 3.1 The Localism Act places a duty on Local Authorities to respond to applications from Communities in the development/consideration of Neighbourhood Plans. Whilst the Council's Neighbourhood Management structure provides the Authority with an established and robust mechanism to respond to communities regarding neighbourhood planning, it remains unclear as to how the process of producing neighbourhood plans will be funded unless Government funding is available. It should also be noted the resources required to develop such a plan are not purely financial.
- 3.2 Ward boundary changes and the Council's financial strategy were the two determining factors considered by Cabinet when they approved the move towards two Neighbourhood Management areas from 2012. This option achieved the allocated saving target and sees Neighbourhood Managers having expanded geographical areas and taking a service specific strategic lead.
- 3.3 Cabinet have repeatedly commented on the loss of Working Neighbourhood Fund (WNF) and the impact this will have on the capability of the NAP forums to deliver on the community priorities. This, together with reducing Neighbourhood Management resources resulted in Cabinet agreeing a reduction of Neighbourhood Action Plans (NAPs) and focusing on the 5% most disadvantaged areas.

- 3.4 Whilst it is appreciated ward boundaries have little relevance to most communities; they do however provide a rational basis for ensuring a coherent fit with wider local governance, including access to resources and political representation and have been used to determine the neighbourhood management area boundaries.

#### **4. NEIGHBOURHOOD PLANS (AS DETERMINED IN THE LOCALISM ACT)**

- 4.1 Neighbourhood planning is central to the Localism agenda. The purpose of Neighbourhood Planning is to give local people greater ownership of the plans and policies that affect their local area. It's about giving local communities more say in how their area is developed in the future, and supporting them in drawing up their own plans for their neighbourhoods. The intention is to empower local people to take a proactive role in shaping the future development of the neighbourhoods in which they live. Once in place neighbourhood plans will provide the framework for change in that area for the next ten years. Neighbourhood plans will become part of the formal planning process and set the tone for future change and development. They must however be in general conformity with national planning policies and the strategic contained within policies in the Council's Core Strategy.
- 4.2 The Government has stated that neighbourhoods should decide what a neighbourhood plan contains, but they should be flexible enough to address different needs and expectations. They should have high level visions and objectives for the future of an area, they could identify small projects for change or they could take the form of a master plan: a comprehensive land-use plan embracing spaces, movement, activities and the development of buildings.
- 4.3 Neighbourhood plans will need to go through an independent examination and be ratified by a referendum. DCLG have confirmed that there is definitely a need for a referendum in relation to neighbourhood planning and this is the responsibility of the Local Authority. DCLG have also said that a timescale of 18 months to develop Neighbourhood Plans is an ambitious timescale, and that 2 years is a more realistic timescale. The Neighbourhood Plan would then allow Neighbourhood Development Orders to be made, which will automatically grant planning permission to any proposal that is in accordance with the Neighbourhood Plan. On a more practical issue they should prevent communities fighting unpopular planning applications on a case by case basis.
- 4.4 We have been successful in achieving Government funding to develop a Neighbourhood plan for the rural community of Elwick and Greatham Parish Councils. The Rural Neighbourhood Plan working group

currently meets on a monthly basis and there is an ambitious timeline for completion, February 2013. The work involved in supporting the group is significant; the area is split into five discrete communities and a programme of consultation including household surveys, workshops, drop-ins etc will need to be designed for each community. Baseline data is currently being collated to produce top-line statistical information. Training programmes are being sourced for individual Members, and advice and assistance will need to be provided in relation to bringing in any consultants and drawing up a relevant brief. A process for ratification with the community will need to follow.

- 4.5 When submitting the funding application it was agreed that, if successful, the Department would use this opportunity to pilot neighbourhood planning to develop in-house skills. Whilst it is appreciated the Council has a duty to respond to requests from the Community to support Neighbourhood Plans, it was felt that due to the level of uncertainty regarding the content of the Localism Act and the financial position facing the Council we would not proactively promote their development. However, the Headland Parish Council has requested support from the Council in developing a Neighbourhood Plan and has submitted a funding application to Government to progress this.

## **5. NEIGHBOURHOOD ACTION PLAN (NAP) FORUMS**

- 5.1 Cabinet will recall that we reported that the previous funding arrangements for NAPs were no longer in place and Members had concerns as to how residents' expectations would be managed and how the NAPs could be made useful without having budgets to allocate. It was also noted that within the NAP areas there were a number of representatives that were committed to improving their local area. This would remain a valuable asset and the NAP would provide an effective mechanism to ensure specific local issues and suggested ways forward were identified.
- 5.2 Members supported the proposal to refocus NAPs on the 5% most disadvantaged neighbourhoods in Hartlepool and asked for a report to be brought back to Cabinet outlining how this could be taken forward.
- 5.3 Neighbourhood Action Plan (NAPs) Forums are currently delivered in the 10% most deprived neighbourhoods in Hartlepool, covering social, physical and economic regeneration. They are not planning documents which should be considered in responding to planning applications or future developments. Hartlepool's Neighbourhood Renewal Strategy identifies eight priority neighbourhoods based on the Index of Multiple Deprivation 2007. At present Neighbourhood Action Plans (NAP's) have been prepared for all eight neighbourhoods and ten NAP Forums have been established to drive them forward.

- 5.4 The NAP officers group has considered how we could reduce the number of Neighbourhood Action Plans (NAPs) through merging some NAP areas and focusing on the 5% most disadvantaged areas. There remains eight identified wards with levels of deprivation falling within the top 5% disadvantaged communities according to the IMD 2010, albeit the areas are smaller. Each is covered by an existing NAP forum and continues to be supported.
- 5.5 In order to reduce the burden on Members it is proposed that we merge a number of NAP forums to ensure there is only one NAP forum in any of the new wards. We also propose changes to some current NAP boundaries to ensure they are co-terminous with the new ward boundaries. The key elements of reducing the NAP Forum areas from 10 to 5 are to:
- Cease the production of NAPs in their current form.
  - Cease NAPs at the Headland, Throston, Rift House and Rossmere as these areas do not fall within top 5%.
  - Look to work in the Jutland Road area as part of the Community Asset Transfer as whilst the Rossmere NAP area falls outside the top 5% local knowledge identifies that this area should remain a priority.
  - Retain:
    - a) West View/King Oswy;
    - b) Owton;
    - c) Dyke House/Stranton/Grange but with a new south boundary co-terminus with the new Jesmond ward boundary
    - d) Town Centre Communities but extending northwards to include the streets previously in the Dyke House/Stranton/Grange NAP which are now within the Victoria ward boundary.
    - e) Central Estate and Burbank but with one merged Forum;
- 5.6 Consideration could be given to partners leading one or more Forums e.g. Housing Hartlepool could lead on the NAP Forum within the Headland & Harbour ward (Burbank and Central Estate). This proposal is based on the fact that Housing Hartlepool is the pre-dominant service provider in these areas and currently supports the Central Estate Management Organisation (CEMO) and has developed a Neighbourhood Agreement in Burbank.
- 5.7 In relation to partners taking the lead on these Forums we will need to be clear in terms of how it will work, i.e. what role are we expecting other partners to play and at what level would we expect this to be undertaken. We will also need to be confident that they have the skills to deliver. Consideration would need to be given as to how we can ensure consistency across plans for monitoring and accountability purposes.
- 5.8 Consideration has also be given to renaming the NAP forums to provide clarity on their role, remove any confusion with Neighbourhood

Plans as specified in the Localism Act and to reflect the introduction of the Council's Neighbourhood Issues Forum which will come into place following the May 2012 elections, suggestions proposed include Local Improvement Panel or Neighbourhood Development Group.

## **6. WARD PROFILES**

- 6.1 A further option to be considered involves the development of ward Profiles. Ward Profiles would provide a framework to assist Elected Members to focus on the priorities of their electorate. They would provide the Authority with an opportunity to promote the involvement of all, develop the capacity of Ward Councillors to be responsive to local need, and the capacity of the broader community in general, and could therefore be seen to be supportive of the broader Government agenda around the Big Society.
- 6.2 The Ward Profile process would be the key vehicle for realising the vision of a Ward and the neighbourhoods within them. The profiles would draw on the strengths and foundations of previous work and knowledge so far, particularly in the NAP areas. Furthermore, ward profiles have the potential to provide us with the opportunity to gel neighbourhoods within the new Ward boundaries and take into account new Government initiatives such as the Localism Act and Neighbourhood Planning.
- 6.3 Ward profiles would set out key information about each of the Wards including high level statistic, details of local facilities, and key features of the Ward and identified community priorities. They could also identify how the key strategies and plans for the Borough are being delivered within that Ward. The detail on Wards would be electronic with each Ward having their own section on the HBC website providing up to date information.
- 6.4 In Wards that do have areas classified as in the top 5% disadvantaged communities within them it is recognised further consultation and involvement with the community is necessary. These forums provide Neighbourhood Managers with the mechanism to involve residents, Elected Members, and other stakeholders to influence service delivery within the specific area and deliver on the Ward priorities.
- 6.5 The existing minor works budget could also be split across the new wards e.g. £5k / ward to support the implementation of the Ward Profiles and their priorities.
- 6.6 Following Cabinets decision to move to two Neighbourhood Management areas a number of options have been considered. Partner organisations were consulted and their views taken into account. The option chosen will be termed Coastal & Town and includes the following wards in the Coastal area:- Headland and

Harbour, De Bruce, Jesmond, Hart and Seaton and in the Town area Burn Valley, Foggy Furze, Fens and Rossmere, Manor House, Victoria and Rural West.

## **7. CONCLUSION**

- 7.1 The Localism Act has placed a duty on Local Authorities to respond to applications received from communities in the development / consideration of Neighbourhood Plans. One Neighbourhood Plan is currently being developed for the Rural Parish areas and one application for the Headland area has been submitted.
- 7.2 The Ward boundary changes come into force from May 2012 and have been considered in determining the two Neighbourhood Management areas. Whilst it is appreciated Ward boundaries have little relevance to most communities; they do however provide a rational basis for ensuring a coherent fit with wider local governance, including access to resources and political representation.
- 7.3 NAPs in their current form cease, NAP Forums reduce from ten to five and will be co-terminus in their wards.
- 7.4 Ward profiles have been an aspiration from some Elected Members for some time and the timing is right to consider their development. Cabinet have repeatedly emphasised the need for future plans to be short, concise and relevant to the community they serve. Communities want to see their priorities with identified actions for improvement presented in as simple a way as possible, in a language they understand, which is user friendly, and most importantly those actions being addressed.
- 7.5 It is important to stress what is the role of the Ward profile, it should not be seen as a NAP or a Neighbourhood Plan as determined by the Localism Act but as a profile of what is there, identifying key assets and groups and Ward priorities, it will be a working document for Elected Members. They could lead to each Ward having its own website providing up to the minute information in relation to the Ward priority development meetings and perhaps provide much wider information. In areas of 5% deprivation it is recognised the Ward profiles would involve more in depth knowledge and information.

## **8 DECISIONS REQUIRED**

- 8.1 Cabinet are asked to note the introduction of Neighbourhood Plans as determined by the Localism Act, (see section 3) and the new Neighbourhood Management Boundary as described in section 6 of the report.

8.2 Cabinet are asked to comment on the

- The proposal to merge a number of NAP forums to ensure there is only one NAP forum in any of the new wards, as specified in 4.5
- Role and name NAP of forums as defined in 4.8 and
- The introduction of Ward Profiles as laid out in section 5 of the report
- The transfer of the minor works budget to wards as detailed in 5.5.

**9. BACKGROUND PAPERS**

- 9.1 Cabinet report - Neighbourhood Management and Empowerment 10<sup>th</sup> May 2010  
Cabinet report – Future of Neighbourhood Management 26<sup>th</sup> September 2011

**10. CONTACT OFFICER**

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