

# CENTRAL NEIGHBOURHOOD CONSULTATIVE FORUM AGENDA



**Thursday 23<sup>rd</sup> March, 2006**

**at 10 am**

**in Committee Room B**

**MEMBERS: CENTRAL NEIGHBOURHOOD CONSULTATIVE FORUM:**

Councillors Belcher, Coward, Cranney, Ferriday, Fortune, Hall, Henery, Iseley, Kaiser, Kennedy, Lauderdale, London, Morris, Payne, Richardson, Sutheran, Tumilty, R Waller, Worthy

**Resident Representatives:**

James Atkinson, Dave Berry, Ian Campbell, Bob Farrow, Patrick Finnan, Clive Hall, Evelyn Leck, Alan Lloyd, Billy Lynch, Norma Morrish

- 1. WELCOME AND INTRODUCTIONS**
- 2. APOLOGIES FOR ABSENCE**
- 3. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS**
- 4. MINUTES**
  - 4.1 To confirm the minutes of the meeting held on 2<sup>nd</sup> February, 2006 (*attached*).
- 5. PUBLIC QUESTION TIME**
- 6. WARD ISSUES**

## 7. ITEMS FOR DISCUSSION INFORMATION

- 7.1 Presentation – 2006/07 to 2007/08 Budget Strategy and Council Tax – *Chief Financial Officer / Assistant Chief Financial Officer*
- 7.2 Development of Supported Housing at Dryden Road – *Director of Adult and Community Services*
- 7.3 Coastal Protection Strategy Study – North Sands to Newburn Bridge – *Director of Neighbourhood Services*
- 7.4 Minor Works Proposal – Dropped Crossings – *Director of Neighbourhood Services*

## 8. ITEMS FOR CONSULTATION

- 8.1 Presentation - Primary Care Trust (PCT) – Local Delivery Plan and Town Centre Development – *PCT Representatives*

## 9. DATE, TIME AND VENUE OF NEXT MEETING

**Members, Resident Representatives and residents will be advised of meeting dates for the 2006/07 Municipal Year as soon as the new diary is available.**

**WARDS**

Burn Valley  
Elwick  
Foggy Furze  
Grange  
Park  
Rift House  
Stranton

**CENTRAL NEIGHBOURHOOD  
CONSULTATIVE FORUM**

**2<sup>ND</sup> February 2006**

**MINUTES OF THE MEETING**



**PRESENT:**

Chair: Lillian Sutheran - Rift House Ward

Vice-Chair: Clive Hall (Resident Representative)

Councillor Kevin Cranney - Foggy Furze Ward  
Councillor Gerard Hall - Burn Valley Ward  
Councillor Gordon Henery - Foggy Furze Ward  
Councillor John Lauderdale - Burn Valley Ward  
Councillor Frances London - Foggy Furze Ward  
Councillor Dr George Morris - Park Ward  
Councillor Robbie Payne - Stranton Ward  
Councillor Victor Tumilty - Grange Ward  
Councillor Ray Waller - Stranton Ward

Resident Representatives: James Atkinson, Ian Campbell, Bob Farrow, Patrick Finnan, Evelyn Leck, Alan Lloyd, Billy Lynch and Norma Morrish

Public: Councillor Rob Cook, Councillor Geoff Lilley, Miss Lumley, Gary Martin, Ray McAndrew, Brian McBean, Donald McKinnon, William Morrish, Paul Nugent, Dr Pickens, Angela Swinburne and William White

Council Officers: Dave Stubbs, Head of Environmental Management  
Denise Ogden, Town Care Manager  
Jon Wright, Senior Neighbourhood Services Officer  
Chris Hart, Drug Strategy Co-ordinator  
Ian Jopling, Transportation Team Leader  
Richard Waldmeyer, Principal Planning Officer (Policy Planning and Info)  
Tom Britcliffe, Principal Planning Officer  
Jo Wilson, Democratic Services Officer

Cleveland Police Representatives: Acting Inspector Tony Green and PC John Southcott

Primary Care Trust (PCT) Representative: Kevin Aston

New Deal for Communities (NDC) Representatives: Brian Dixon and Deborah Corr

Housing Hartlepool Representative: Lynn McPartlin

#### **50. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Stanley Fortune, Stan Kaiser, Jean Kennedy and Carl Richardson and Community Network Officer Lesley Hall

Councillor Ray Waller repeated his comment from the previous meeting about the number of presentations on the agenda. He said the public wanted their say first and asked if Ward Issues could be moved up the agenda to follow Public Question Time. This was supported by those present. However the Chair said the presentations were there to inform the public on current events while the Head of Environmental Management said there was a legal obligation to consult.

Resident Representative Ian Campbell asked if Public Question Time could take place after the consultation items but the Town Care Manager said questions could be asked following the consultation items anyway. However Mr Campbell explained that the questions may not specifically be connected to the consultation.

Resident Paul Nugent raised the possibility of putting approximate timings on the agenda, to help with car parking etc. The Chair felt this was reasonable but not practical.

#### **51. DECLARATIONS OF INTEREST BY MEMBERS**

None

#### **52. TO CONFIRM THE MINUTES OF THE CENTRAL NEIGHBOURHOOD CONSULTATIVE FORUM MEETING HELD ON 1<sup>st</sup> DECEMBER 2005**

The minutes were confirmed subject to the following amendments –

- Page 2 – Resident Representative Ian Campbell said he had asked if members of the Licensing Trade could be invited to a meeting to discuss licensing issues in addition to members of the Licensing Act Committee.
- Page 3 – Councillor Victor Tumilty was referring to Brook Street. There is no Bruce Street.
- Page 4 – Resident Representative Ian Campbell said he whilst he had been referring to Summerhill not Naisberry Park the minutes were confusing one with the other
- Page 8 – Resident Bill White said the narrowness in York Road was not causing problems, rather it was the street furniture, he went on to ask if the area outside the church on Park Road could have a lay-by fitted to accommodate wedding and funeral vehicles

#### **53. MATTERS ARISING**

- Page 3 – Oxford Road Phone Booth – Resident Representative Bob Farrow requested an update. The Town Care Manager advise the NDC Neighbourhood Manager was consulting with residents and British Telecom. Alternative locations were being considered.

- Page 5 – flooding problems related to dropped kerbs – Resident Ray McAndrew praised Council Officers for the completion of the work which he described as “better than before”
- Page 9 – Murray Street – Councillor Victor Tumilty praised Council Officers for replacing the broken flags two days after his previous complaint. However he clarified this by explaining that they were smashed the next day and 21 flagstones had now been broken at considerable cost.

The Senior Neighbourhood Services Officer said an NDC scheme had started on Monday 30<sup>th</sup> January at the other end of Murray Street, which should address this problem.

#### 54. PUBLIC QUESTION TIME

Councillor Ray Waller raised the issue of cars parking on the pavements in Park Road and Victoria Road. He said this was causing particular problems for those in wheelchairs, the partially-sighted and patients at the Victoria Road Health Centre.

Resident Ray McAndrew commented on the use of build-outs in the roads to slow down the traffic. He felt these led to cars having to move further out from junctions in order to have a better view of the traffic and considered the money would have been better spent on resurfacing roads. He referred in particular to potholes on Elwick Road and Park Road. Resident Representative Alan Lloyd referred to the use of build-outs on Oxford Road, saying in his opinion the narrowing of the roads made it more difficult for driving. The Senior Neighbourhood Services Officer said build-outs were part of a safety improvement scheme and were funded

out of a different pot to that used to repair road surfaces. He agreed to look at the potholes in Elwick Road but said there was limited funding available.

Resident Representative James Atkinson raised the following issues :

- Could street lighting be installed in Ward Jackson Park Specifically on the route to the café, this would enable evening functions to take place and help with the effective use of CCTV cameras.
- Manhole lid up by the substation on Park Avenue
- Could investigations be carried out into the installation of a pedestrian crossing for access into Ward Jackson Park?
- Could the fencing at Middleton Road be repaired?
- Focus DIY were building a new store. This could have been located in Jackson’s Landing. In future could the Council apply pressure to companies in this situation?
- When the Local Transport Plan was being modified could due consideration be given to pavement obstructions caused by bus shelters and exits, specifically the York Road area?

Resident Dr Picken thanked the Forum for their support of the Briarfields Allotment holders in the past. He asked if it would be possible to reiterate this support in a letter to the Mayor. Councillor Gordon Henery supported this request, saying the cost of reinstatement worked out at 20p on the average Council Tax which was a price worth paying. However Councillor Dr George Morris opposed such support as there were a number of unoccupied plots at Waverley

Terrace which could be used by the Briarfields Allotment holders while Resident Representative James Atkinson said he was tired of the prevarication over the Briarfields issue. The Forum affirmed their support for the allotment holders and asked that a letter to this effect be sent to the Mayor.

Resident Representative Alan Lloyd asked why the implementation of the proposed 20 mph speed limit outside schools had been moved from January to February. Councillor Robbie Payne, Portfolio Holder for Culture, Housing and Transportation, explained that the decision had been returned to him because there had been an objection to it. He expected the scheme to start in February.

Resident Brian MacKinnon referred to an article in the Guardian Various unflattering references had been made to Owton Manor and health issues. Mr MacKinnon requested a report be brought to the next Central Forum meeting on the Connected Care initiative being piloted in Owton Manor. Councillor Kevin Cranney informed those present that Owton Manor was among the 5% most deprived wards in the country and had therefore been chosen for the Connecting Care pilot. This would have a positive impact on the area.

Resident Paul Nugent asked if the signage relating to Newburn Bridge and Burbank Street could be implemented as per the traffic studies carried out over the last 12 – 18 months. The Town Care Manager said she understood the Newburn Bridge signage was complete and the Burbank Street HGV signs were in currently with the legal department being progressed. The Senior Neighbourhood Services Officer said the signage for the test centre was being looked at.

Mr Nugent went on to ask if Huckelhoven Way could be tidied up. He appreciated that the top end had been improved but further down there were problems with staff from the Drug centre driving on the grass and a plethora of boarded-up buildings. The Town Care Manager acknowledged this concern and agreed to investigate the possibility of a traffic border or the installation of bollards or boulders on the grass. Finally Mr Nugent asked if it would be possible for those attending meetings at the Civic Centre to be issued with parking passes. The Town Care Manager said she would look into this.

Resident Representative Evelyn Leck requested that some form of preventative measure be taken against cars parking on the York Road pavement, near Burn Valley Park. The Senior Neighbourhood Services Officer said he would look into this and referred to the York Road developments which would take place over the next two years.

Resident Representative Norma Morrish asked if covers for the recycling boxes could be provided as there was currently a potential for rats getting into them. The Head of Environmental Management said lids could be provided but this was an increased expense. A number of recycling possibilities were being discussed and would be going to Cabinet in the future.

Resident William Morrish enquired about the possibility of moving future Central Neighbourhood Forum meetings to the Historic Quay. The Chair agreed that alternative venues would be considered.

Resident William White asked if the York Road alterations had been postponed from June 2006 to February 2007. The Transportation Team Leader confirmed that this was the case, citing increased costs on other road schemes as the reason. Mr White commented that the

problem on Park Road and weddings and funerals could not afford to wait, could a lay bye be considered.

The Vice-Chair requested officers look at the footpath from Clark Street to Thompson Street as it was proving problematic for users of mobile chairs. He also asked if the wording on the posters advertising the forums be altered to reflect the public nature of the meeting, the Town Care Manager agreed to take this up.

Resident Representative Ian Campbell queried why there was nobody in attendance from the finance department to discuss the forthcoming council tax increase. The Head of Environmental Management explained that no decision had yet been made as to the increase and figures currently being discussed in the press were pure speculation. Mr Campbell asked if the Chief Financial Officer could attend the next Central Forum meeting and the Chair suggested the possible attendance of the Mayor also.

## 55. WARD ISSUES

### Burn Valley

Councillor Gerard Hall drew the Forum's attention to a number of ongoing issues in Burn Valley. These included the condition of road surfaces, the need for residents-only parking and parking provision outside Eldon Grove school. The Town Care Manager agreed to meet Cllr. Hall separately.

Resident Representative Evelyn Leck echoed Councillor Hall's comments about residents-only parking before going on to request the erection of alleygates on Marske Street and Stockton Road, the Town Care Manager advised the alleygate proposal was being considered that very morning by NDC. She also enquired as to why the work in the Burn

Valley Gardens had stopped. The Town Care Manager said the alleygates would be discussed in February and she would check on the progress of the work in the Burn Valley Gardens as this needed to be completed before the end of March.

### Elwick

No issues

### Foggy Furze

Councillor Kevin Cranney asked if the NDC Neighbourhood Manager would also look into relocating the telephone box on Oxford Road outside Boozebusters as it was becoming a haven for anti-social behavior in much the same way as the Oxford Street kiosk had.

Councillor Gordon Henery asked officers to consider repairs to the Oakland Avenue road surface. The Senior Neighbourhood Services Officer said he would look into this.

Councillor Frances London requested an update on the situation re the old Ringtons building. The Head of Environmental Management informed those present that the owner, Tones, had been told either they made the necessary improvements or Council officers would implement them. Councillor London went on to thank the Town Care Manager for the work carried out in her ward.

### Grange

Councillor Victor Tumilty commented on the continuing Murray Street problems. These included HGVs parking on the pavement when delivering to stores and residents and storeowners being unable to park outside their homes/premises because of this. Councillor Tumilty said residents were unhappy with the proposed scheme for Murray Street and

felt it had simply been a rubber-stamping exercise.

Resident Representative Patrick Finnan raised the issue of Hartlepool's bus services and asked if there was any information on the future of the local bus provision. Councillor Cranney, Chair of the Neighbourhood Services Scrutiny Forum, said they would be scrutinising the transport situation in the coming weeks and he would give the meeting dates to Mr Finnan

Resident Brian McBean referred to a article in the Hartlepool Mail on thieves utilising wheelie bins to transport stolen goods. He said this had happened in Suggitt Street recently with a recent burglary but any complaints on the matter had only led to an ineffective leaflet drop. The Head of Environmental Management explained that under current legislation leaflets had to be issued in the first instance followed by prosecution warnings. However after 1<sup>st</sup> April on-the-spot fines could be issued, following the implementation of the Cleaner Neighbourhoods and Environment Act.

Mr McBean also asked if harsher action could be taken on owners responsible for dog fouling. He felt a letter followed by swift enforcement action was needed but acknowledged a lack of manpower in the enforcement department. The Head of Environmental Management agreed that the enforcement team was small but an animal wardens company was also utilised. In the last month fines had been issued and it was hoped that the manpower would increase.

### Park

Councillor Dr George Morris made reference to the ongoing problems with litter being dropped by High Tunstall pupils. He expressed his hope that the newly appointed head would be more

amenable to solving the problem. Councillor Dr Morris went on to ask if anything could be done about the grassed area in Park Drive. Parents tended to park there when collecting their children and other drivers would use it as a way of avoiding the potholes in the road.

Resident Representative Ian Campbell raised the following issues:

- Ward Jackson Park fountain had still not been repaired despite Mr Campbell requesting this at the previous forum meeting. The Town Care Manager said there was no date scheduled for the repairs and it was a budget issue.
- Ward Jackson Park clock had been repaired, however the hands kept sticking.
- Summerhill Park. Was it possible for a boundary fence to be installed so the park could be locked at night to prevent off-road bikes using the premises? Mr Campbell also requested more frequent inspections. The Town Care Manager said it was a matter of costs but she would forward the issues to the relevant department for consideration while Resident Representative Alan Lloyd commented that a fence was a good idea in principle but would cost thousands of pounds to install.
- Pedestrian crossings. Mr Campbell requested the installation of a number of crossings. These were mainly centred in the Ward Jackson Park area, specifically on Park Avenue and on Elwick Road near the gate for use by High Tunstall pupils. Mr Campbell felt crossings were particularly important for those children attending after-school events. The Town Care Manager asked the Transportation



Team Leader to feed these requests into the Local Transport Plan, 2006-2011.

### Rift House

Resident Representative Alan Lloyd drew the Forum's attention to the "disgraceful" condition of the grass verges outside Thackeray Drive. He had been led to believe they were being neglected awaiting the outcome of a review of the future of the flats being carried out by Housing Hartlepool.

### Stranton

Councillor Ray Waller raised the following issues:

Neighbourhood Wardens. When a decision on their future had been made would it go to the residents for their feedback? The Head of Environmental Management confirmed this.

Murray Street. The residents/shopowners on the Stranton side were delighted with the recommendations, although there was much sympathy for those on the Grange side. Could it be confirmed that the cobblestones on the alleyway adjoining Murray street be tarmaced over? The Senior Neighbourhood Services Officer confirmed this would happen.

Demolition of buildings. Councillor Waller felt it should be made clear to the public that the onus for demolishing buildings in a state of disrepair lay with the owners of the buildings and not the council. With particular reference to the building in Park Road he asked if that could be removed. The Head of Environmental Management said it was owned by the PCT and they had plans to demolish it in April.

## **56. ADULT TREATMENT PLAN 2006/07**

The Drug Strategy Co-ordinator, Chris Hart, had circulated with the Agenda a detailed report relating to the draft Adult Treatment Plan 2006/07 covering adult drug treatment and support for the coming year. The report described the process and contents of the draft Plan which was set out in three parts and illustrated the performance and forecast targets for activity in relation to adult drug treatment services and support for 2006/07 and initial targets for 2007/08. The report also invited comment on the draft Plan prior to finalisation and agreement with the National Treatment Agency and Home Office at the end of March 2006.

The draft Plan was being made available to the widest possible audience for comments, ie Neighbourhood Forums, stakeholders, the Primary Care Trust, user groups and service providers.

The Forum was advised that although the national drug strategy required action within a predetermined framework there was still opportunity to ensure that Safer Hartlepool Partnership had considered and focused initiatives in areas of greatest need and the public and agencies were encouraged to have input to assist in forming the Plan.

The Drug Treatment Co-ordinator also gave a presentation and made available copies of the draft document. The Forum was advised that the final submission of the plan had to be made to the National Treatment Agency by mid March and therefore anyone could make comments by 10<sup>th</sup> March 2006 in a number of ways that were outlined in the report.

Following the presentation the following issues were raised:

- Councillor Kevin Cranney asked the Drug Strategy Co-ordinator to liaise with the PCT regarding “Connected Care scheme underway in Owton Manor” as he felt this would have a real impact on the plan. The Chair said the PCT were already involved in the discussions along with a number of other agencies.
- Councillor Frances London praised the treatment plan, saying it would be lovely to see teenagers with an addiction being given the chance to progress to more decent adults.
- Resident Representative Evelyn Leck criticised the plan being brought for consultation at the last minute. She called for some of the allocated money to be given to the police to help cut drug related crimes. However the Drug Treatment Co-ordinator said the funding was specifically earmarked for treatment and the police had other funding available to them. With regards to the lateness of the consultation officers had little control in this matter as the timetable was dictated by Central Government.
- Resident Representative Bob Farrow reminded those present of all the anti-drug work that went on behind the scenes. Resident Representative Evelyn Leck acknowledged this saying if addicts were trying to break the cycle they would have the forum’s full support. It was our responsibility to keep our children safe.

The Chairman thanked Chris on behalf of the Forum.

## 57. HARTLEPOOL SECOND LOCAL TRANSPORT PLAN

The Transportation Team Leader, Ian Jopling advised that this was a Statutory document that the Government required local authorities to publish every five years. It described the long-term transport strategy for Hartlepool and examined existing and anticipated transport problems. It also identified transport schemes and initiatives to address the problems and set targets to assess progress. The first Local Transport Plan (LTP) covered the period 2001/2 to 2005/6 and the one in draft stage now was to cover the period 2006/07 to 2010/11.

The Provisional second LTP was submitted to the Government in July 2005, following extensive consultation and participation with people and organisations across Hartlepool. The draft included:

- Strategies
- Transport schemes and initiatives
- Implementation programme
- Targets

The key Hartlepool issues indicated were:

- Poor access to key services and facilities, particularly for people who are mobility impaired and people who do not have access to a car;
- Road danger, particularly for pedestrians and cyclists, and fears for personal safety;
- Increasing traffic congestion at key junctions on the local road network;
- Environmental impact of transport on air quality and noise in residential and commercial areas.

Central Forum area issues were highlighted, as follows:

- Increasing traffic congestion in and around the town centre, particularly on A689 Stockton Road at junctions with Clarence Road, Victoria Road, Park Road and Burn Road and along York Road.
- Poor linkages between town centre areas caused by the dual carriageway and rail link
- Poor access to, and quality of, town centre car parks
- Lack of vehicle parking in the town centre and in older residential areas
- Poor standard of bus passenger waiting facilities

Details of the confirmed LTP Capital Funding and proposed transport schemes were also outlined in the presentation.

Ian Jopling advised that consultation was ongoing and the final submission would be made to the Government by 31<sup>st</sup> March 2006.

Following the presentation the following issues were raised

- Councillor Frances London praised the scheme and asked when implementation would start. The Transportation Team Leader advised 1<sup>st</sup> April 2006.
- Resident Representative Ian Campbell asked if the pedestrian crossing on the A689/Burn Road junction would be completed by the end of the year. The Transportation Team Leader advised that this was unlikely, the timing was dependent upon the Tesco extension planning application.
- Kevin Cranney, Chair of Neighbourhood Services Scrutiny Forum, referred to the current scrutiny

into Hartlepool's bus service provision and asked if it would be possible for Dial-a-ride to be improved. The Transportation Team Leader confirmed this was being looked at.

- Resident Paul Nugent asked if pedestrian crossings across Mainsforth Terrace were being considered. He also queried whether there was a strategy in place to cope with extra traffic from the proposed tunnel through the Tees. The Transportation Team Leader said the tunnel was still only in the early stages and implementation was a long way off.
- Resident Representative Patrick Finnan asked if there were any plans for the wall on the far side of the railway line. He was told by the Transportation Team Leader that the wall was subject to a preservation order and queried who it was being preserved for. He urged officers to stop talking about budgets and start improving public services
- Resident Representative Evelyn Leck called for cycle tracks to be better marked, particularly in Burn Valley where they were indistinguishable from walkways,

The Chair asked how the plan would be consulted across the town. The Transportation Team Leader said an executive summary could possibly be sent out, with diagrams to make it more understandable. The Chair thanked him for the presentation and for answering questions.

#### **58. HARTLEPOOL LOCAL PLAN – PUBLICATION OF FURTHER PROPOSED MODIFICATIONS**

The Principal Planning Officer (Policy Planning and Info) presented a report to

the Forum to advise that a document of Further Modifications to the new Hartlepool Local Plan was available for inspection at a number of venues until 16<sup>th</sup> February 2006 (deadline for representations)..

Full history, including issues raised at the Central Forum in August, background, information, e-mail address and venues for inspection were detailed in the report as well as a brief reference to the designation of the land at Briarfields. Interested parties were encouraged to submit any formal representations by the due date.

The Chair thanked the Principal Planning Officer (Policy Planning and Info) for his report and presentation.

#### **59. STATEMENT OF COMMUNITY INVOLVEMENT – UPDATE REPORT**

The Principal Planning Officer presented a report updating the Forum on progress on the preparation of the Statement of Community Involvement. The report included background information, a list of comments made at the last meeting and details of how they had been dealt with.

The agreed minor amendments and the next steps to be taken were indicated in the report. Interested parties were encouraged to submit any formal representations when the Statement of Community Involvement was published soon.

Following the presentation the following issues were raised

- Councillor Gerard Hall commented that the link between the Local Plan and the Statement of Community Involvement was most important with regards to the renewal of central area older housing stock and affordable

housing. The Principal Planning Officer agreed with this assessment as there had to be provision for a number of shared houses.

- Resident Paul Nugent asked for details on the process of a local residents group becoming directly involved in particular local applications. The Principal Planning Officer explained that the plan currently being discussed had been sent out to interested groups during the consultation period. There were also details available on the Planning Department website. He acknowledged that people may have been unaware of the plan in the past but attempts were being made to increase awareness.

The Chair thanked the Principal Planning Officer for his report and presentation and for answering questions afterward.

#### **32. MINOR WORKS PROPOSALS**

The Forum were asked to consider schemes for potential funding from the Central Neighbourhood Consultative Forum Minor Works Budget.

The report gave full details on schemes for highways and landscaping in two locations. The Town Care Manager explained that the total cost of the proposed schemes (£6,100) was nearly double the remaining funding for minor works in the Central area (£3,982). It was proposed therefore that one of the schemes be approved and the other be deferred until the next financial year.

The Forum approved the expenditure of and the removal of the shrub bed on Rydal street with the boulders on junction of West Park and Park Drive be deferred the other until the next financial year, subject to the final approval of the

Portfolio Holder. The total cost for the approved scheme was £3,100

<b>60. DATE AND TIME OF NEXT MEETING</b>
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Central Neighbourhood Police & Community Safety Forum to be held on Thursday 16<sup>th</sup> March 2006 at 2pm at Belle Vue Community, Youth and Sports Centre, Kendal Road

Central Neighbourhood Consultative Forum to be held on Thursday 23<sup>rd</sup> March 2006 at 10am in Committee Room B, Civic Centre

L SUTHERAN

CHAIR

Report of: Director of Adult and Community Services

Subject: DEVELOPMENT OF SUPPORTED HOUSING  
AT DRYDEN ROAD

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## **1. PURPOSE OF REPORT**

- 1.1 To provide information on the proposed development of supported and other housing on the site of St. Columba's Church, Dryden Road.

## **2. BACKGROUND**

- 2.1 Hartlepool Borough Council and its partner, Three River Housing Group (TRHG), have been successful in a bid to the Department of Health (DH) for funding to assist in the development of supported housing for people with Learning Disabilities.
- 2.2 The Council has developed a range of small scale residential and shared independent living schemes in Hartlepool since 2000. However, the independent living schemes are limited to rented accommodation.
- 2.3 This scheme would provide housing for part rent/part sale for people with learning disabilities. It is intended to give them an option to use money they may have to purchase 50% of the value of the property and pay a rent for the other portion.
- 2.4 The scheme is intended to be an attractive option for individuals who cannot raise a full mortgage because of their level of income, but could qualify for a small loan with the majority of their income coming as a gift from parents or family.

## **3. CURRENT POSITION**

- 3.1 It has taken several months of hard work by TRHG to identify a suitable site for this development that had accessible local amenities (shops, food outlets, social activities, etc) and public transport links.
- 3.2 The St Columba's Church site at Dryden Road meets all of the required criteria and presented an opportunity to develop the 6 flats for the shared ownership scheme for people with learning disabilities and additionally, a further 12 two-bedroom flats for rent to small households.

- 3.3 Under this proposal, the church would be demolished and replaced with a smaller 'parish centre' with improved facilities.
- 3.4 A letter from TRHG has been sent to Central Area Councillors and resident representatives giving details of the proposed development and some general information on lettings arrangements, allocation of accommodation and TRHG's approach to housing management.

#### **4. THREE RIVERS HOUSING GROUP (TRHG)**

- 4.1 TRHG is a well established registered social landlord, based in Durham, with a local office in Hartlepool. They already have rented residential care schemes in Hartlepool.
- 4.2 The TRHG local office provide support and assistance to the tenants of their properties which involves monitoring their tenancy, assistance with money management and getting repairs done.

#### **5. ALLOCATION OF ACCOMMODATION**

- 5.1 The Council and TRHG would jointly agree the allocation of the accommodation for the shared ownership scheme and have entered into an agreement that ensures the scheme remains dedicated to people with learning disabilities.
- 5.2 Additionally, the allocations for the remaining 12 flats will take into account the residents of the shared ownership scheme and be compatible with them.

#### **6. CONCLUSION**

- 6.1 The development of a shared ownership scheme for people with learning disabilities in Hartlepool would be a first for the North of England and give a real choice for people who wish to live independently but are unable to buy outright.
- 6.2 The redevelopment of St. Columba's church will provide a community resource for the benefit of all in the area, while also giving the church a modern, energy efficient building.
- 6.3 It is envisaged that the additional 12 two-bedroom flats development would compliment the shared ownership flats, providing much needed accommodation for smaller households in Hartlepool.

#### **7. RECOMMENDATION**

- 7.1 That this report is noted

**Report of:** Director of Neighbourhood Services

**Subject:** COASTAL PROTECTION STRATEGY STUDY –  
NORTH SANDS TO NEWBURN BRIDGE

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**1. PURPOSE OF REPORT**

1.1 To inform Members of the Central Neighbourhood Consultative Forum regarding the recent Coast Protection Strategy Study report and recommendations considered by Cabinet on 27<sup>th</sup> February 2006.

**2. BACKGROUND**

2.1 The Cabinet Report is attached as Appendix 1 to this report.

2.2 The Consultant from W.S Atkins who wrote the report will give a presentation on the outcomes of the report at the Forum meeting.

2.3 The report was adopted by Cabinet.

**3.0 RECOMMENDATION**

3.1 It is recommended that the Forum note the report and presentation given.



<p style="text-align: center;"><b>CABINET REPORT</b> <b>27th February 2006</b></p>
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**Report of:** Director of Neighbourhood Services

**Subject:** ADOPTION OF THE COAST PROTECTION STRATEGY STUDY: NORTH SANDS TO NEWBURN BRIDGE

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## SUMMARY

### 1. PURPOSE OF REPORT

- 1.1 To seek adoption of the Coast Protection Strategy Study.
- 1.2 To inform the Cabinet of the potential risks and financial implications of the options recommended in the plan.

### 2. SUMMARY OF CONTENTS

- 2.1 Report for information and requiring action.
- 2.2 Appendix 1 - Abstract of Study Recommendations.  
Appendix 2 - Summary Table of Study Findings.  
Appendix 3 - Plan of Maintenance Responsibilities.

### 3. RELEVANCE TO CABINET

- 3.1 The outcome of this study may lead to major sensitive infrastructure projects in the future and have significant affects upon revenue budgets if the maintenance recommendations are implemented.

### 4. TYPE OF DECISION

- 4.1 Key decision (test ii).

### 5. DECISION MAKING ROUTE

- 5.1 Cabinet on 27 February 2006.

**6. DECISION(S) REQUIRED**

- 6.1 To adopt the Study as Council Policy and consider the revenue implications.

**Report of:** Director of Neighbourhood Services

**Subject:** ADOPTION OF THE COAST PROTECTION STRATEGY STUDY: NORTH SANDS TO NEWBURN BRIDGE

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## 1. PURPOSE OF REPORT

- 1.1 To seek adoption of the Coast Protection Strategy Study.
- 1.2 To inform Cabinet of the potential risks and financial implications of the options recommended in the plan.
- 1.3 **Appendix 1** is the conclusions and recommendations from Stage C of the study.
- 1.4 **Appendix 2** is a summary table of the study findings.
- 1.5 **Appendix 3** is a plan of the maintenance responsibilities.

## 2. BACKGROUND

- 2.1 It is the Government's intention that all Council's develop a coast protection strategy over their respective coastlines, which together cover all of the country's coastline. The policy document which generated this Council's first strategy study was the Shoreline Management Plan for the north east coast from Seaham to Saltburn, which was adopted by the Council in 1999. The plan recommended prioritised phases for the strategy studies, and the most urgent for this Council was considered to be the length of coastline from North Sands to Newburn Bridge. The Strategy was intended to establish the framework for future coast protection schemes over a 100 year time frame along this length and be the basis upon which DEFRA will grant aid schemes in the foreseeable future (approximately 100 years). It was therefore essential that the ground-rules thus established were well founded and fully consulted.
- 2.2 The study has been produced by the consultant, Atkins, and consultation has been undertaken with statutory consultees, including DEFRA, P D Teesport (formerly THPA), the Environment Agency, English Nature, and a substantial number of non statutory regional and local consultees. Consultation with local residents was also undertaken through two public meetings.

- 2.3 The study was previously reported to Cabinet on 30 June 2003, and this further report seeks to gain adoption of the study. It has been produced after consideration of the responses to the many consultations, and the additional work requested, and funded, by DEFRA, as referred to in the above report.

### **3. STUDY FORMAT**

- 3.1 The study consists of 4 volumes:

Stage A Report - Site Assessment.

Includes factual information, site surveys (including geomorphical, topographical and divers), photographs, line drawings, site investigation results together with a statement of the hydraulic performance, condition and residual life;

Stage B Report - Technical Assessment.

Includes coastal processes, condition assessment, environmental scoping assessment, the consequences of “doing nothing”, option costs, benefits of schemes and risk assessment;

Stage C Report - Strategy Plan.

Includes strategic aims and objectives, alternatives considered, development and evaluation of options, conclusions and recommendations;

PAR – Project Appraisal Report.

A report required by DEFRA for their internal use to assess future submissions within the strategy area.

- 3.2 The conclusions and recommendations from Stage C of the study are attached to this report as **Appendix 1** as a useful summary of the findings.
- 3.3 It is proposed to give a presentation on the study findings to each of the 3 Neighbourhood Forums and to make copies of the study available in the Central Library and Bryan Hanson House once adopted.
- 3.4 For the purposes of this report copies of Stages A, B and C have been lodged in the Members’ Room, Civic Centre.

### **4. KEY ISSUES**

- 4.1 Based on the following issues strategic and more specific objectives were set. The primary objective is to provide sustainable coast protection policies for the coastline. Specific objectives include preserving the amenity value of the area and improving safety and access.

4.2 The key issues in this study were:

- 1) the problems implicit in the fact that most of the study's major scheme recommendations do not meet the Government's funding criteria (their "priority score") and therefore will not be eligible for any grant aid;
- 2) the challenge of accommodating the significant international environmental designations within many of the proposals, particularly on the Headland;
- 3) the findings and proposals for the Heugh Breakwater and the effects on other coast protection structures (including the Town Wall);
- 4) preserving the integrity of the Town Wall and Heugh Gun Battery Scheduled Ancient Monuments;
- 5) improving the physical condition and safety to the public in storm conditions of most of the Headland structures and North Pier;
- 6) the various maintenance and monitoring recommendations are considerable and would have serious budgetary implications for revenue expenditure if accepted;
- 7) the difficulties arising from the closure of the CJC works;
- 8) the long term problem of erosion of the Spion Kop Cemetery.

## **5. DISCUSSION**

5.1 Taking each of the key issues:

- 1) Priority Scores. It is important to understand that for any coast protection scheme the Treasury (via DEFRA) require that the scheme be evaluated for national comparison against many economic, social, environmental and historic significance criteria, which give any scheme a 'priority score'. To gain approval for grant funding a scheme must achieve a predetermined priority score threshold target value (currently 19), which is set by the Treasury. This is in addition to being assessed for its technical soundness, environmental sustainability and financial viability.

The Treasury regularly reassesses and changes the priority score target figure depending on the available funding for the list of schemes submitted nationally. It is therefore possible, but unlikely that some of the study's proposed schemes could achieve the priority score target at some point in the future. It is also possible that schemes achieving priority scores may gain approval for grant aid but this may be deferred subject to Treasury resources.

The Priority Scores for all proposals are as follows:

Strategy Unit C6-1	The Headland	6.6
Strategy Unit C6-2	Block Sands and Heugh Breakwater	9.0
Strategy C6-3	Town Wall	29.2
Strategy C6-4	Marina	11.7
Current DEFRA threshold target		19.0

- 2) Environmental Designations. English Nature were concerned that certain schemes proposed for the Headland will reduce valuable international designated sites by an unacceptable margin and they would probably therefore seek to see suitable sites established elsewhere in reparation for the losses.

If the preferred scheme option of realignment and managed retreat (i.e. controlled demolition and erosion) of the coast protection structures is progressed on the Headland this inevitably means the loss of the long lengths of promenade and bandstand area, and probably parts of the Town Moor. Unfortunately English Nature cannot confirm their position without the submission of a document called an Appropriate Assessment, which is a detailed consideration of all the relevant issues. The preparation of such a study was beyond the scope of the strategy study, and DEFRA grant funding for its preparation is uncertain, as the overall scheme has a priority score below the threshold target.

- 3) Heugh Breakwater. Atkins have computer modelled the wave action in the bay with the breakwater present and with it removed. Their findings agree with those of the Port Authority, in that the breakwater is not required for the Port Authority to fulfil its statutory obligations with respect to the Port operation. The breakwater is wholly owned and maintained by P D Teesport.

The breakwater, however, does serve as a coast protection structure to protect a limited stretch of coastline structures from heavy seas and if it is totally removed these will require upgrading to withstand the direct impact of the sea. The lengths affected are the Block Sands and Middleton Beach walls, but notably not the Town Wall to any significant degree.

Various options for the 5 to 10 year policy (see Stage C, Page 51, Table 6.3) have been costed and the most cost effective option based on the work to date would appear to be the removal of the outer third of the breakwater with retention and upgrading of the shoreward two thirds together with the upgrading of the Block Sands protection structures (between the Breakwater and the Pilot Pier) and upgrade Middleton Beach protection structures.

It must be noted that the proposal does not meet the priority score and so would not be eligible for DEFRA grant aid funding.

Informal DEFRA view is that once a capital scheme to achieve the above option has been achieved then the maintenance liability for the breakwater could be transferred from the Port to the Council. It should be emphasised that this would only occur after the major capital expenditure to upgrade the required length of the breakwater so that its life expectancy was at least 50 years, and its maintenance liability was minimal in the short to medium term.

The upgraded breakwater could then be available as an amenity for the public but this has the potential to raise the issue of public liability.

As a result of consultation with the public, the serious issue of the shelter the breakwater affords to small craft, RNLI vessels and yachts entering the Marina and Victoria Harbour has been raised. It is agreed that this is true, but from enquiries to date it would appear that neither the Port Authority nor this Council have any statutory duty to these types of vessels. This raises the issue of jeopardising lives, the reputation and amenity value of the marina and small craft moorings and also the overall tourism image of the town if the outer third were allowed to degrade naturally. The amenity value of the Small Crafts Moorings located in Victoria Harbour may degenerate due to the increase in wave heights which is predicted if the breakwater is allowed to reduce in length. The cost of keeping this section maintained is disproportionately high compared to the inner length and so far has been discounted as a viable option. The funding to secure the integrity of the outer third would most certainly have to be found by those wishing to preserve this amenity value.

- 4) The Town Wall. The historical value of the wall as a Scheduled Ancient Monument is unquestionable and therefore the study takes the view that it must be protected, and recommends a scheme to:
- (i) import beach sand to raise beach levels, thus protecting the vulnerable toe and lower reaches of the wall;
  - (ii) construct a control structure (probably a long rock armour mound) between the Port channel and the beach to prevent slippage of beach into the channel; and
  - (iii) refurbish the groyne(s) on the beach to prevent sand loss along the beach.

Half of the Town Wall is maintained by P D Teesport, whilst the other half is the maintained by the Council.

This scheme does achieve the DEFRA priority score and therefore would be eligible for 100% grant aid if approved by DEFRA.

The scheme is included in the 5 year plan and approval is sought to progress this scheme in the recommendations by application to DEFRA.

- 5a) The Heugh Gun Battery and Headland Walls. As discussed in 2) Environmental Designations, none of the schemes to protect the Headland achieve the priority score, and in any event the scheme to allow loss of the promenade and Town Moor would probably be unacceptable. The only option available appears to be that of improving the maintenance regime by systematic year on year renewal of the existing wall. Sections of the Headland walls are either owned or jointly maintained by the Council and P D Teesport. Certain lengths of the Headland walls are maintained by P D Teesport and others by the Council, but there is a considerable length which is jointly maintained by both the Council and P D Teesport in the proportion two thirds/one third respectively.

Technically, wall reconstruction is not the preferred solution as the wave energy absorption performance of a vertical sea wall is very poor and there would still be problems of foreshore scour due to wave reflection and overtopping on the promenade, with the inherent public safety issues.

- 5b) The North Pier. The study highlights the public access safety issues, the implications for the Marina and Middleton (Strand) beach and the poor hydraulic performance of the pier and root wall and proposes phased schemes to improve this. All of the schemes propose armouring to improve the performance and life of the pier.

The schemes are included in both the short term and medium term policies (See **Appendix 1**) and approval is sought to progress these schemes in the recommendations by application to DEFRA, and for release of the TDC residual monies obtained specifically for this area (see later section 7.13, Financial Implications).

- 6) Maintenance and Monitoring. There is no doubt that the recommended maintenance regime is in excess of that currently undertaken and will result in very significant upward pressures on the revenue budget if it is to be established. Exact figures are difficult to determine, but indications for expenditure can be based on recent similar maintenance work undertaken on the North Pier (which was funded from the TDC residual account) and is discussed in section 4, Financial Implications, in this report.

The strategy proposes a phased approach for the implementation of coast protection measures. The need and urgency for implementing coast protection is dependent on the condition of the existing defences.



A full regular programme of inspection and condition, is already undertaken by hand, in the form of paper records. It is proposed to continue monitoring defence condition on a regular basis as a tool for deciding need and priority. In addition, long term records on beach levels will be required for future reviews of this strategy. A monitoring programme comprising the following elements is therefore recommended:

- continuation of the condition surveys of the existing defences;
- twice yearly beach profile monitoring over the entire study area;
- the development of an electronic archive and storage system for the above based on the asset survey work and hazard assessments already completed for this study.

It is possible that DEFRA funding can be gained for developing this system and approval is sought in the recommendations to progress this.

- 7) CJC Closure. This frontage is predominantly sand dunes and the study recommendation is to let nature take its course. The dunes have been reasonably stable, but given the problem of sea level rise it is highly probable that the dunes will erode dramatically, thereby encroaching onto the closed works. This area is currently the subject of a planning application which has yet to be determined. However, coast protection and environmental impact issues are major considerations in the determination of the application. It should be noted that in the medium term there may be difficulties in dealing with this frontage because of the closure of the works.
- 8) Spion Kop Cemetery. Again this frontage is sand dunes and the study recommendation is do nothing. In the long term (in excess of 50 years) there will almost certainly be sufficient erosion to expose graves, but the situation will have to be re-assessed as the erosion gathers pace. It is likely that the costs of disinterment and reinterment would be considerable and would have to be borne by the Council.

## 6. LEGAL SITUATION

- 6.1 The legal situation with regard to maintenance is that the Council has permissive powers (i.e. may do it) under the 1949 Coast Protection Act, which empowers the Council to carry out maintenance if it wishes. There may be other, older legislation which places a stronger obligation on the Council in this regard (i.e. it 'must' maintain), but this is still being researched.

**7. FINANCIAL IMPLICATIONS**

7.1 It should be noted that irrespective of whether a suggested option meets the DEFRA priority target scores, the scheme must be submitted to DEFRA for approval of technical soundness and environmental sustainability, even if funding is provided from alternative sources.

7.2 Heugh Breakwater – (In 5 to 10 year policy) preferred option of partial upgrading - £4.2M construction and design & £0.42M contingencies = £4.62M total, excluding inflation. This would not meet criteria for DEFRA grant aid funding and unless alternative capital sources were found the scheme would flounder and therefore continuing maintenance responsibility would rest with P D Teesport.

7.3 Town Wall – (In Immediate Policy) preferred option of beach replenishment and control structure £422k construction & design + £44k contingencies = £486k total, excluding inflation – should be DEFRA grant aid funded, and future maintenance responsibility for the wall would remain as now part Port, part HBC.

Whilst this scheme does meet the present DEFRA criteria for approval, the future of the mechanism of scheme funding and operating authorities is currently under review by central government and is very uncertain. In any event, even if approved by DEFRA there is a possibility of scheme deferral because of shortage of Treasury funding.

7.4 Headland – (In 5 to 10 year policy) preferred option of partial upgrade and realignment at a cost of £8.62M construction & design + £0.86M contingencies = £9.48M total, excluding inflation would not meet criteria for DEFRA grant aid funding. Therefore the suggested option of year on year renewal of short sections of the existing wall as an element of increased maintenance costs appears to be the only viable option, as discussed in 7.7 to 7.11 below.

7.5 Officers are currently working on a new Capital and Asset Strategy and the pressures in respect of Coastal defences will be considered in this document.

Maintenance (In all policies)

7.6 With particular reference to the Headland walls in 5.1 (5a) and 7.4 the strategy study recommends the preferred option as allowing the Town Moor and promenade to erode.

- 7.7 As Capital funds are unlikely to be made available through DEFRA it is likely that the Council will be faced with the need to invest more revenue in ongoing maintenance to mitigate against the risk of a failure in the coastal defences. The following is a summary of potential measures and indicative costs:

<u>Location</u>	<u>Amount £k</u>	<u>Description of Work</u>
North Sands (C5-1)	Nil	
Headland (C6-1)	170	Railing and prom repairs, slopes and steps cleaning of algae, approx 20m of wall reconstruction
Town Wall (C6-3)	8	Specialist masonry and pointing, railing repairs
Marina (C6-4)	29	Blockwork, pointing, railings, parapet walls, steps, signs and toe repairs. (Assumes major capital spend on part of North Pier from TDC residual amount)
South Pier (C6-4)	8	Railings, joints sealing, steps and ramps cleaning, bollard repairs
Remainder of coastline excluded from present strategy study (Hart Warren, Coronation Drive, Seaton Carew, Seaton Sands down to North Gare)	15	Railings, steps, ramps, joints, posts, copings, pavings and signs
Land drainage over whole borough (Included because Budget is Composite)	20	Clearance of ditches, grills, culverts and Tees Bay ponds
Total		£250k per annum

- 7.8 The current revenue budget for maintenance of coastal structure is £65k per annum. When a major breach occurs there would be the need to fund a one off repair, estimated in the order of £90k per breach. It must be emphasised that the number, and frequency, of occurrence of breaches is totally unpredictable, but given that the wall is already declared close to life expired and is suffering continued wave attack it is feared the frequency of breaches will increase. From anecdotal evidence there have been at least 4 serious breaches of the Headland walls in the last 25 years.
- 7.9 Obviously the alternative is to leave the breach and allow continuing erosion damage as per the recommendation of the strategy study.
- 7.10 It cannot be assumed this is a zero cost option as there will be a constant requirement to ensure public safety and ensure the integrity of the designated SPA is not prejudiced.
- 7.11 The proposal to greatly increase the revenue budget obviously impacts very significantly on P D Teesport's budgets as the lengths involved fall predominantly in the one third responsibility for the Port. This has been broached with their management who are very concerned at any increase but await the outcome of the Council's deliberations.
- 7.12 North Pier - (In immediate and 5 to 10 year policy) the schemes do not meet the DEFRA priority score and so would not qualify for grant aid. A reserve of £1.598m from the demise of the TDC in respect of coastal defences liabilities has been held until now but with serious pressures on the Council resulting from potential equal pay claims it is proposed that this is used as a contingency against those liabilities.
- 7.13 If the TDC monies are utilised elsewhere, there are no known sources of alternative funding and failure to progress this scheme leaves the pier and hence the Marina vulnerable to breach damage and higher maintenance liability.

Monitoring (In all policies)

- 7.14 As discussed in 5.1(6) above the intention is to seek DEFRA funding for the more intense monitoring regime, and the recommendation is so worded.

**8. RECOMMENDATIONS**

- 8.1 Approve that the Strategy Study be adopted by the Council.
- 8.2 Approve that a copy of the study be placed in the Central Library and in Bryan Hanson House with an electronic copy on the Council's website.
- 8.3 Approve that presentations of the study findings be given to each of the Neighbourhood Forums.
- 8.4 Approve that applications be made to DEFRA and all other relevant authorities to attempt to progress the following schemes:

- 1) The Town Wall scheme – at present achieves criteria;
- 2) A monitoring system for the beaches and structures – at present uncertain whether meets criteria;
- 3) An ‘Appropriate Assessment’ for the Headland Structures – at present uncertain whether meets criteria;

It should be noted that schemes must be submitted to DEFRA for approval even though they do not meet the criteria for grant aid funding. Those schemes not achieving the criteria will require funding from alternative sources.

- 8.5 That the Capital requirements are included into any new Strategic Capital and Asset Strategy.
- 8.6 That the upward pressures on the coast protection revenue budget due particularly to the maintenance of the Headland Structures be noted and considered as part of the 2007/8 budget process.

## CONCLUSIONS AND RECOMMENDATIONS

### PREFERRED SOLUTIONS

Table 7.1 summarises the preferred options and policies for the strategy units.

### ENVIRONMENTAL ISSUES

A number of physical and environmental issues, which may apply constraints to the design and construction of coast protection, exist along the study frontage. The most significant of these are the SSSI, SPA and Ramsar designations, the historical value of the Town Wall and Sandwell Gate as well as the Headland heritage site.

The implementation of protection works will require close liaison with English Nature, English Heritage and Hartlepool Borough Council Planning department. English Nature is also likely to apply restrictions on the construction programme to minimise the impact on the natural habitats. An appropriate assessment may also be required for works within the SPA designation. In particular, works within C6-1 and C6-2 seem likely to cause loss and damage to rocky shore SPA habitat.

The preliminary environmental impact assessment indicated that the main environmental impacts of the defence works will be disturbance and damage to habitats by construction works and materials, new structures and the collapse of existing structures and the quarrying of rock armour. Consultation with English Nature also stated that for the scheme to be acceptable there must be no net loss of SPA habitat. Although revetment is proposed along a section of C6-1 (between the Heugh Breakwater and the Gun Battery and set back revetment along Sea View Terrace) and C6-2, the managed realignment at Town Moor back to the existing cliff line

would create habitat thus compensating for the loss of some SPA habitat by the footprint of the revetment. An Appropriate Assessment would need to be carried out to determine whether the scheme is acceptable to English Nature, the outcome of which can not be predicted.

### FUNDING

DEFRA administers grant aid for capital defence schemes for both coastal and flood defence. Grants are available to Coast Protection Authorities and the Environment Agency toward approved capital expenditure on the construction of new coast protection schemes, sea defence schemes and flood warning systems. Coastal defence strategy plans, studies and beach management schemes are also grant eligible, which are made under the Coast Protection Act 1949 (for defences against erosion) and sea defences (defences to mitigate against flooding) under the Water Resources Act 1991 and Land Drainage Act 1991.

Following on from this coastal defence strategy, Authorities promoting a scheme are required to produce a summary scheme submission (Form LDW13) for each application. This summary document details the scheme's compliance with the absolute thresholds and forms the basis for the priority score. Schemes attaining the required priority rating proceed to the third level where a Project Appraisal Report (PAR) is submitted in support of a formal scheme application to DEFRA. Once approved, grant aid may then be awarded. DEFRA may also postpone approval of the grant.

At present a scheme for the Town Wall would probably have a sufficient priority score to received grant aid. The schemes proposed for the Headland walls and the Heugh breakwater do not meet the current priority score and therefore would not receive grant aid. Funding would have to be secured from other sources.

## Preferred Policy Options for Future Years

Strategy Unit	Policy for next five years	Policy five to ten years	Policy ten to one hundred years
<b>C5-1 North Sands</b>	Managed realignment. The present assets do not produce a viable benefit cost ratio for protecting this area.	Managed realignment (protect end of Marine Drive from being outflanked by eroding coastline).	Managed Realignment. As erosion continues, some graves in the cemetery would need to be relocated.
<b>C6-1 Headland</b>	Continue to maintain all the Headland walls and implement monitoring of wall conditions.	Upgrade any existing walls that are at risk of collapse (750m) and consider managed realignment at Town Moor (500m).	Maintain.
<b>C6-2 Block Sands and Heugh</b>	Maintain the existing sea walls and the Heugh Breakwater.	Implement upgrading of the Heugh if justified and consider reduction in length. Upgrade the sea walls along Block Sands with toe scour protection.	Maintain.
<b>C6-3 Town Wall</b>	Implement a scheme to restore the beach using sand replenishment and control structures. Also refurbish existing groyne 5.	Maintain.	Maintain.
<b>C6-4 Marina</b>	Upgrade small section of wall at the root of the North Pier that is in poor condition. This will also prevent overtopping by stem wave effect. Maintain North Pier and other structures for the next five years.	Upgrade the inner half of the North Pier with rock revetment. Continue to maintain the outer half of the North Pier. Undertake minor improvement works to the West Harbour quay walls. Provide scour protection to Middleton Beach walls (may be required due to beach movement as a result of reduced protection from the Heugh Breakwater).	Review need and justification for improving the outer half of the North Pier, otherwise continue to maintain.
<b>C6-5 South Pier to Newburn Bridge</b>	Work completed 2003. Maintain.	Maintain.	Maintain.

### Annualised Spend Profile

The tables opposite show the annualised spend profile over the next five years for grant aided projects and for non grant aided expenditure. The totals include all design and supervision fees.

<i>Grant Aided Work over the Next 5 years</i>							
Cost £k	2006	2007	2008	2009	2010	Sub Total £k	Total (Incl Contingency)
Town Wall Construction	0	60	382			442	486
Monitoring System	40	20	20	20	20	120	132
Headland AA (Study)	0	20				20	22
<b>Sub Total</b>	40	100	402	20	20	582	
<b>Contingency</b>	4	10	40	2	2	58	
<b>Total (Incl Contingency)</b>	44	110	442	22	22	640	

<i>Non Grant Aided Work over the Next 5 years</i>							
Cost £k	2006	2007	2008	2009	2010	Sub Total £k	Total (Incl Contingency)
Headland and North Pier Walls Maintenance and Refurbishment	250	250	250	250	250	1250	1375
North Pier Revetment (Part of element 6719(a))	50	100	900	80	0	1130	1243
<b>Sub Total</b>	300	350	1150	330	250	2380	
<b>Contingency</b>	30	35	115	33	25	238	
<b>Total (Incl Contingency)</b>	330	385	1265	363	275	2618	



**FURTHER STUDY**

Much of the economic justification for the improvement of coast protection relies on the value placed on the amenity and leisure use of the Hartlepool frontage. A Contingent Valuation Study was therefore carried out. This study included two parts, the determination of visitor/use numbers, and the estimation of the value people place on being able to use and enjoy the sea front at Hartlepool. The results of this study are contained in the CV Scoping Study Report (May, 2004).

**PROPOSED FIVE YEAR PROGRAMME**

It is recommended, where appropriate, that LDW13 forms be prepared for the following schemes in the next five years;

Maintaining the existing sea walls, piers, and breakwaters;  
Protection of Town Wall with sand replenishment and control structures;  
Upgrading of walls at the base of the North Pier;  
Development of the existing monitoring system for the existing structures and beaches. This relates to the need for monitoring of coastal processes and the condition of the existing walls.  
Appropriate Assessment for the Headland.

Coast protection works at Newburn Bridge were completed in 2003.

**MONITORING**

As detailed above, this strategy puts forward a phased approach for the implementation of coast protection measures. This need and urgency for implementing coast protection is dependent on the condition of the existing defences. A full regular programme of inspection and condition is already undertaken by hand, in the form of paper records. It is proposed to continue monitoring defence condition on an annual basis as a tool for deciding need and priority. In addition, long term records on beach levels will be required for future reviews of this strategy. A monitoring programme comprising the following elements is therefore recommended:

Continuation of the condition surveys of the existing defences;  
Twice yearly beach profile monitoring over the entire study area;  
The development of an electronic archive and storage system for the above based on the asset survey work and hazard assessments already completed for this study.

**FUTURE REVIEWS**

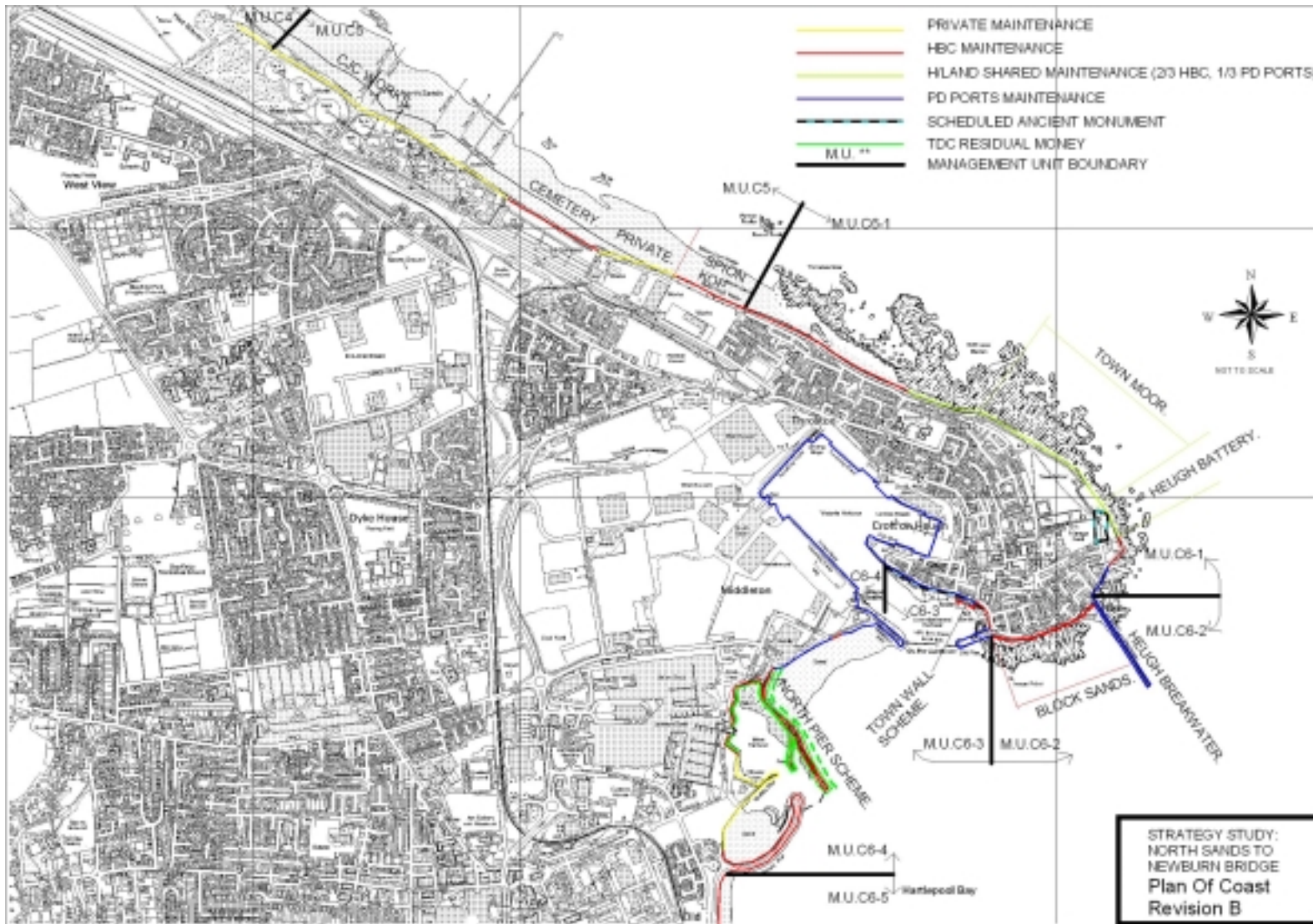
All coastal defence strategies should be subject to periodic review to reflect changes in the area, improvements in understanding of the processes involved, the results of monitoring and any other information gained from scheme implementation. They are a vital link in the feedback chain, which ensures the expertise and knowledge accumulated is used actively in the development of future strategic planning. This strategy should be reviewed on a rolling five-year programme from the date of the adoption of the final document.

## Coastal Strategy Study, North Sands to Newburn Bridge, (Management Units C5 and C6), Summary of Report Recommendations Jan 2006

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C5-1 North Sands	Closure of CJC Works and concern that the abandonment could result in unacceptable levels of contamination on the SPA and in the sea (controlled waters)	Management Realignment, i.e. do as little as possible without compromising public safety.		Ongoing	CJC Chemicals	NA	Danger to public. Unacceptable contamination of beach and sea Marine Drive at risk.	Stage C, Section 7
		Reinforce rock armour at the end of Marine Drive.	£50K	5-10 years	HBC Revenue	NA		
	Erosion of Spion Kop Cemetery.	Disinter bodies in Spion Kop Cemetery and re-bury elsewhere.	£2K/body	10-100 years	HBC Revenue	NA	Human remains strewn on beaches.	Stage B, Table 5.1
C6-1 Headland	Major Schemes not eligible for grant (low priority scores).	Monitor and maintain (includes systematic reconstruction of walls, a short section year on year.)	£170K/year	Every Year	HBC Revenue plus contributions from port authority (1/3, 2/3 share respectively)	NA	Promenade, Town Moor, Lighthouse, Gun Battery, Redheugh Gardens suffer loss through erosion.	Stage C, Section 7
	Extreme pressures on revenue budget.							
	Ecological designations preventing scheme acceptance.							
	Gun Battery is a Scheduled Ancient Monument.	Upgrade wall from Corporation Road to Heugh Breakwater	£9.48M	5-10 years	Unknown	6.6	Promenade unsafe in storm conditions.	Stage B, Table 5.2
	Public Safety in storm conditions.							

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C6-2 Block Sands and Heugh Breakwater	<p>If breakwater lost, effects on other coast protection structures. (Block Sands, Pilot Pier, Town Wall, Middleton Beach, North Pier.)</p> <p>Safety of small craft entering port in storm conditions (fishing boats and yachts.)</p> <p>Public Access.</p> <p>If breakwater lost, effects on Marina and implications for public image and tourism.</p>	<p>Maintain all assets.</p> <p>Upgrade breakwater. Consider loss of 1/3 in length.</p> <p>Upgrade Block Sands.</p>	<p>Unknown</p> <p>£4.62M</p>	<p>Next 5 years</p> <p>5-10 years</p>	<p>Block Sands revenue.</p> <p>Breakwater Port Authority.</p> <p>Unknown</p>	<p>NA</p> <p>9.0</p>	<p>Possible loss of Block Sands, highways, Pilot Pier, Town Wall, Middleton Beach, North Pier, Marina</p>	<p>Stage C, Page 40 Table 5.3</p> <p>Stage C, Section 7</p> <p>Stage B, Table 5.3</p>
C6-3 Town Wall	<p>Loss of Town Wall Scheduled Ancient Monument</p>	<p>Construct offshore breakwater, replenish sand and re-construct groyne to protect Town Wall.</p> <p>Maintain all assets</p>	<p>£486K</p> <p>£8K/year</p>	<p>Next 5 years</p> <p>5-100 years</p>	<p>Potential grant aid from DEFRA</p> <p>Part HBC revenue, part Port Authority</p>	<p>29.2</p> <p>NA</p>	<p>Loss of Town Wall Scheduled Ancient Monument and housing.</p>	<p>Stage C, Section 7</p> <p>Stage B, Table 5.4</p>

Location	Key Issues	Proposals	Costs	Time Scale	Funding Source	DEFRA priority score (Threshold 19)	Risk of not proceeding	Cross ref. to Strategy Study
C6-4 Marina	Loss of North Pier causing loss of Marina and Bird Island (Site of Special Scientific Interest)	Upgrade North Pier	£1.7M	Next 10 years	HBC (TDC residual monies)	11.7	Loss of Middleton Beach and North Pier causing loss of Marina, Bird Islands and cabins.	Stage B, Table 5.5 Stage C, Section 7
		Maintain North Pier which remains after upgrade	£20K/year	Ongoing	HBC revenue	NA		
		West Harbour Walls	£0.5K/year nominal. part unknown	Ongoing	Part HBC revenue Part private	NA		
		Maintain Middleton Beach Walls	£0.5K/year nominal	Ongoing	Part HBC revenue (cabins frontage), Part Port	NA		
		Maintain South Pier	£8K/year	Ongoing	HBC revenue	NA		
C6-5 South Pier to Newburn Bridge	None	Maintain	£8K/year	Ongoing	HBC revenue	NA	Protects railway, highways, statutory undertakers' major infrastructure, housing and industrial area. Loss is very long term as structures are very robust and relatively new.	Stage B, Table 5.7 Stage C, Section 7



**Report of:** Director of Neighbourhood Services

**Subject:** MINOR WORKS PROPOSAL – DROPPED CROSSINGS

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**1 PURPOSE OF REPORT**

- 1.1 To consider the continuation of the dropped crossing scheme for potential funding from the Central Neighbourhood Consultative Forum Minor Works Budget.

**2 BACKGROUND**

2.1 Dropped Crossings - various locations

Members and residents may recall a previous commitment to providing dropped crossings in the Central area on a rolling programme basis. Last financial year £3,500 was allocated to this scheme. A further **£3,500** is requested to carry out the next batch of dropped crossings during this financial year.