



Hartlepool
Borough Council

Council

11 December 2025



Hartlepool
Borough Council

Civic Centre

Hartlepool

5 December 2025

Councillors Allen, Bailey-Fleet, Boddy, Buchan, Clayton, Cook, Cranney, Creevy, Darby, Dodds, Doyle, Dunbar, Feeney, Hall, Hargreaves, Harrison, Holbrook, Jorgeson, Leedham, Lindridge, Little, Male, Martin-Wells, Moore, Morley, Napper, Nelson, Oliver, Reeve, Riddle, Roy, Scarborough, Smith, Thompson, Wallace and Young

Madam or Sir,

You are hereby summoned to attend the COUNCIL meeting to be held on THURSDAY, 11 December 2025 at 6.30 pm in the Civic Centre, Hartlepool to consider the subjects set out in the attached agenda.

Yours faithfully

Denise McGuckin
Chief Executive

Enc

COUNCIL AGENDA



Thursday 11 December 2025

at 6.30 pm

**in the Council Chamber,
Civic Centre, Hartlepool**

- (1) To receive apologies from absent Members;
- (2) To receive any declarations of interest from Members;
- (3) To deal with any business required by statute to be done before any other business;
- (4) To approve the minutes of the last meeting of the Council held on 2 October 2025 as the correct record;
- (5) To answer questions from Members of the Council on the minutes of the last meeting of Council;
- (6) To deal with any business required by statute to be done;
 - (a) Director of Public Health Annual Report – Report of Interim Director of Public Health
- (7) To receive any announcements from the Chair, or the Head of Paid Service;
- (8) To dispose of business (if any) remaining from the last meeting and to receive the report of any Committee to which such business was referred for consideration;
- (9) To consider reports from the Council's Committees and to receive questions and answers on any of those reports;
 - (a) Further Periodic Review of the Constitution – Report of Constitution Committee

CIVIC CENTRE EVACUATION AND ASSEMBLY PROCEDURE

In the event of a fire alarm or a bomb alarm, please leave by the nearest emergency exit as directed by Council Officers. A Fire Alarm is a continuous ringing. A Bomb Alarm is a continuous tone. The Assembly Point for everyone is Victory Square by the Cenotaph. If the meeting has to be evacuated, please proceed to the Assembly Point so that you can be safely accounted for.

- (b) A19 / Elwick Road/North Lane Junction and Elwick Northern Bypass / Hartlepool Western Link Project Compulsory Purchase Order (CPO), Side Roads Orders (SROS) and Slip Roads Order (SLRO) – Report of Neighbourhoods and Regulatory Services Committee
- (10) To consider any other business specified in the summons to the meeting, and to receive questions and answers on any of those items;
- (11) To consider reports from the Policy Committees:
 - (a) proposals in relation to the Council’s approved budget and policy framework
 - (i) Statement of Licensing Policy 2026 – Report of Licensing Committee
 - (ii) Local Council Support 2026/27 – Report of Finance and Corporate Affairs Committee
 - (iii) Council Tax Base 2026/27 – Report of Finance and Corporate Affairs Committee
 - (b) proposals for departures from the approved budget and policy framework
 - (i) Acquisition of 9 Houses for Housing Revenue Account on the South West Extension – Report of Finance and Corporate Affairs Committee
- (12) To consider motions in the order in which notice has been received;

A Fifth Licensing Objective to Tackle Alcohol Harm

Council notes:

- The Licensing Act 2003 sets out four statutory objectives:
 1. The prevention of crime and disorder,
 2. Public safety,
 3. The prevention of public nuisance, and
 4. The protection of children from harm.
- Despite the significant burden that alcohol places on the NHS, emergency services, community safety, and families — particularly in the North East — there is no specific objective related to public health in the Licensing Act.
- Local authorities, while able to act as licensing authorities and responsible authorities under the Act, are limited in how effectively they can use licensing policy to reduce alcohol harm, even in areas with high alcohol-related hospital admissions or early mortality.



- Public health organisations, including Balance (the North East Alcohol Office), the Alcohol Health Alliance UK, and the Local Government Association, have long called for the introduction of a fifth licensing objective to better protect communities.

Council believes:

- A new licensing objective, “the protection and promotion of public health in relation to alcohol,” would empower councils and Directors of Public Health to:
 - Object to or condition alcohol licence applications based on local evidence of alcohol-related harm;
 - Manage outlet density and late-night availability;
 - More effectively protect vulnerable residents and reduce health inequalities.
- This change would align England with Scotland and Northern Ireland, where public health is already recognised in licensing legislation

Council therefore resolves to:

- Write to the Secretary of State for Housing, Communities and Local Government and the Home Secretary to call for an urgent review of the Licensing Act 2003 and to introduce a fifth statutory objective: “To protect and promote public health in relation to alcohol.”
- Write to Balance, the North East Alcohol Office, asking it to support this call and to lead or coordinate a refreshed regional campaign to strengthen licensing powers in relation to alcohol harm.
- Work with other councils, public health partners, and the Local Government Association to promote the inclusion of public health as a licensing objective through joint lobbying and information-sharing.

Signed by: Councillors Harrison, Oliver, Hargreaves, Creevy, Allen, Dunbar, Holbrook, Hall, Boddy, Morley, Bailey-Fleet, Male, Cook, Nelson, Jorgeson, Thompson, Wallace, Scarborough, Riddle and Dodds

- (13) To receive the Chief Executive’s report and to pass such resolutions thereon as may be deemed necessary;
- (14) To receive questions from and provide answers to the public in relation to matters of which notice has been given under Rule 9;
- (15) To answer questions of Members of the Council under Rule 10;
 - a) Questions to the Chairs about recent decisions of Council Committees and Forums without notice under Council Procedure Rule 10.1
 - b) Questions on notice to the Chair of any Committee or Forum under Council Procedure Rule 10.2



- c) Questions on notice to the Council representatives on the Police and Crime Panel and Cleveland Fire Authority
- d) Minutes of the meetings held by Cleveland Fire Authority on 6 June 2025 and 1 August 2025 and the Cleveland Police and Crime Panel on 16 September 2025

FOR INFORMATION

Date of next meeting – Thursday 15 January 2026 at 6.30 pm in the Civic Centre, Hartlepool



ITEM (4)

**Minutes of the Council
meeting held on 2 October
2025**

COUNCIL

MINUTES OF PROCEEDINGS

2 October 2025

The meeting commenced at 6.30 pm in the Civic Centre

The Ceremonial Mayor (Councillor Thompson) presiding:

COUNCILLORS:

Allen	Bailey-Fleet	Boddy
Buchan	Cook	Cranney
Creevy	Darby	Dunbar
Hall	Hargreaves	Harrison
Holbrook	Jorgeson	Leedham
Lindridge	Little	Male
Napper	Nelson	Oliver
Reeve	Scarborough	Wallace
Young		

Officers: Denise McGuckin, Chief Executive
Hayley Martin, Director of Legal, Governance and Human Resources
Jo Stubbs, Principal Democratic Services and Legal Support Officer

46. CHAIR'S ANNOUNCEMENT

Members observed a minutes silence in remembrance of former Councillors John Lauderdale and Victor Tumilty.

47. APOLOGIES FOR ABSENT MEMBERS

Councillors Clayton, Dodds, Doyle, Feeney, Martin-Wells, Morley, Riddle, Roy and Smith.

48. DECLARATIONS OF INTEREST FROM MEMBERS

None

49. BUSINESS REQUIRED BY STATUTE TO BE DONE BEFORE ANY OTHER BUSINESS

None

50. MINUTES OF PROCEEDINGS

The minutes of the Council meeting held on 20 August 2025 having been laid before the Council

RESOLVED – That the minutes be confirmed

51. QUESTIONS FROM MEMBERS OF THE COUNCIL ON THE MINUTES OF THE PREVIOUS MEETING OF THE COUNCIL

None

52. BUSINESS REQUIRED BY STATUTE

None.

53. ANNOUNCEMENTS

To be deferred to the end of the meeting

54. TO DISPOSE OF BUSINESS (IF ANY) REMAINING FROM THE LAST MEETING AND TO RECEIVE THE REPORT OF ANY COMMITTEE TO WHICH SUCH BUSINESS WAS REFERRED FOR CONSIDERATION.

None

55. TO RECEIVE REPORTS FROM THE COUNCIL'S COMMITTEES

Senior Management Restructure

Following the Senior Management Restructure several changes were suggested to ensure the governance arrangements are fit for purpose as follows:

Renaming of Committees
Realigning of service areas

RESOLVED:-

- i. That Economic Growth and Regeneration Committee be renamed Housing, Growth and Communities Committee
- ii. That Neighbourhood Services Committee be renamed Neighbourhoods and Regulatory Services Committee
- iii. That Adult and Community Based Services Committee be renamed Adult Services and Public Health Committee
- iv. That the Monitoring Officer be authorised to review Part 3 of the constitution and make any necessary updates to ensure services report to the relevant committee in consultation with Constitution Committee.

Shareholder Responsibilities

Members were asked to consider designating Finance and Corporate Affairs Committee as the Council's appropriate committee to oversee and exercise the Council's shareholder functions in relation to any wholly or partly owned companies.

RESOLVED:-

- i. That Finance and Corporate Affairs Committee exercise the Council's shareholder functions in accordance with the terms of reference and any shareholder agreements
- ii. That the terms of reference, company director/shareholder appointments and delegations as appended to the report be approved
- iii. That delegated authority be given to the Head of Paid Service (Chief Executive) to appoint an appropriate senior officer to shareholder representative or director of a company as and when necessary in consultation with the Leader or Deputy Leader.

Motions on Notice – Changes to deadline and process

The following changes to processes and deadlines for motions on notice and questions at meetings of Full Council were proposed:

- i. That written notice of every motion must be submitted to and received by the Chief Executive before noon seven clear working days before the date of the meeting
- ii. That up to 3 motions be discussed at each Council meeting unless the Chair agrees to include more if they feel them to be urgent. Motions to be considered in the order of any receipt and any remaining motions be dealt with at the next ordinary full Council meeting
- iii. That questions must be submitted to and received by the Chief Executive before noon seven clear working days before the date of the meeting

RESOLVED:

That the above recommendations of the Constitution Committee be agreed by a show of hands and stand adjourned until the next ordinary meeting of Council in accordance with Council Procedure Rule 22.2:

Renaming Ward Surgeries

At a previous meeting of Finance and Corporate Affairs Committee a member suggested that ward surgeries be renamed to encourage better attendance. Discussions had subsequently taken place on this matter but

an alternative had not been agreed and members of the public questioned were happy for the name to remain as it was

RESOLVED: -

That the matter be referred to Finance and Corporate Affairs Committee for further consideration

Tees Valley Combined Authority Update

Constitution Committee requested that updates on the work of the Tees Valley Combined Authority be included on the Chief Executive's Business Report as a standing item.

RESOLVED – That the above be approved – an update to be given as part of the Chief Executive's report later in the meeting.

56. TO CONSIDER ANY OTHER BUSINESS SPECIFIED IN THE SUMMONS OF THE MEETING

None

57. REPORT FROM THE POLICY COMMITTEES

- (a) Proposals in relation to the Council's approved budget and policy framework
- (i) Youth Justice Strategic Plan – Report of Children's Services Committee

Full Council was advised that Children's Service Committee had approved the consultation process for the Youth Justice Strategic Plan on 1 July 2025 following which, the draft Youth Justice Plan had been presented to Safer Hartlepool Partnership and Audit and Governance Committee where it had been accepted and no additional comments or amendments had been suggested. Children's Service Committee considered the final draft of the Youth Justice Strategy on 23 September 2025 and had recommended the Plan to Council for adoption.

The Vice-Chair of Children's Services Committee thanked the Assistant Director (Children and Families) for her work in the formulation of this document. He also paid tribute to the former Youth Justice Service Team Manager Roni Checksfield who had passed away earlier in the year.

RESOLVED – The Youth Justice Plan 2025/26 was approved.

58. MOTIONS ON NOTICE

Three motions had been received as follows:

(1) Motion to Full Council: Council Tax

This Council notes:

Since 2021, Hartlepool Labour repeatedly voted against Council Tax increases, creating a clear public perception that a Council Tax freeze would be delivered under a Labour-led Council. This impression was reinforced through campaign materials, public statements, and national messaging from Labour figures, including Sir Keir Starmer's assertion that "not a penny more will people need to spend on council tax."

That, despite these consistent signals, Council Tax was increased by 4.99% in 2025—comprised of a 2.99% core rise and a 2% adult social care precept.

That Labour councillors and the local MP were elected on the strength of what many residents interpreted as a firm position against any Council Tax rise.

That Labour are now pledging a freeze for 2026, claiming this is deliverable due to their efforts in "fixing the Council's finances." This raises serious questions about what changed between February and May 2025 to enable such a reversal.

This Council therefore believes:

That residents have a fundamental right to hold elected officials accountable for perceived and implied commitments, especially where public messaging strongly led residents to expect a freeze.

That if the Council's financial position has been stabilised as claimed, residents are entitled to fair restitution for the 2025 increase.

That rebuilding trust requires not only promises for the future but corrective action on broken or misleading commitments of the past.

This Council therefore resolves to:

Request a full and transparent report from the Chair of Finance and Corporate Affairs, and relevant officers, to be presented no later than the next full Council meeting, outlining:

- The specific actions taken since May 2024 to stabilise Council finances.
 - Any independent verification or audit findings confirming these improvements.
 - A detailed financial plan showing how a Council Tax freeze in 2026 is achievable without adversely impacting services or reserves.
- Call on the ruling Labour Group to honour the spirit of their previous position by rebating the full 2025 Council Tax increase, including the social care precept, as follows:
- Rebate 2.99% of the total increase during the current financial year (2025/26).
 - Rebate the remaining 2% (the adult social care precept) during the following financial year (2026/27).

Signed by: Councillors Buchan, Cranney, Martin-Wells, Smith and Young

The motion was moved by Councillor Cranney.

Councillor Hargreaves moved an amendment that a report on this matter be brought back to the next ordinary Council meeting. This was seconded by Councillor Harrison

The amendment was approved unanimously.

Councillor Young declared a prejudicial interest in the following motion and left the meeting during consideration of this item.

(2) Motion to Full Council: Ending Profiteering in the Private Housing Market – A Fair Housing Approach for our Community

Council notes that:

1. Communities across the UK — including Hartlepool — are experiencing a growing housing crisis, particularly in areas with limited social housing and lower property values.
2. Private investors are increasingly purchasing residential properties in bulk, converting them into buy-to-let rentals or Houses in Multiple Occupation (HMOs), which:
 - Prices out local first-time buyers and low-income families;
 - Contributes to fragmented, unstable neighbourhoods;
 - Often results in poor housing quality and inadequate regulation.
3. Former council homes continue to be lost to the private sector, reducing the availability of secure, affordable housing for future generations.
4. Housing Benefit payments to private landlords frequently exceed the long-term cost of building new social housing, but without delivering lasting public value.

Council believes that:

1. The private housing market cannot be relied upon to meet the housing needs of our community in a fair and equitable manner.
2. Local authorities currently lack the legal and financial tools to prevent speculative property purchases, limit buy-to-let concentrations, or repurchase homes at the scale needed.
3. The unchecked growth of unregulated landlordism has damaging effects on community stability, public health, and the local economy.

Council therefore resolves to:

1. Call on central government to introduce a package of housing reforms that include:
 - A Property Speculation Levy on investors buying residential properties in areas of high deprivation or housing need;
 - Right to Buy reform to give local authorities first refusal on ex-council homes before they are sold on the open market;
 - Local caps on buy-to-let properties to allow councils to preserve housing mix and community cohesion;
 - Strengthened compulsory purchase powers for councils to acquire substandard or harmful properties;
2. Write to the Secretary of State for Housing, Communities and Local Government, urging immediate action on these measures to protect communities like Hartlepool.
3. Explore the feasibility of developing local initiatives — within existing powers — to mitigate the negative impact of housing speculation in Hartlepool.
4. Work with regional partners and other local authorities to form a coalition advocating for fair housing reforms and stronger local powers.

Signed by: Councillors Allen, Bailey-Fleet, Boddy, Cook, Creevey, Dodds, Dunbar, Hall, Hargreaves, Harrison, Holbrook, Jorgeson, Male, Morley, Nelson, Oliver, Riddle, Scarborough, Thompson and Wallace.

The motion was moved by Councillor Oliver and seconded by Councillor Boddy. It was approved unanimously in its entirety.

Councillor Young returned to the meeting

- (3) Motion to Full Council: Withdrawal of the Honorary Freedom of the Borough of Hartlepool Granted to Lord Peter Mandelson

Council notes that:

The Honorary Freedom of the Borough of Hartlepool is the highest civic honour the Council can bestow. It is granted only to individuals who have rendered eminent services and whose conduct reflects the values and integrity of the Borough.

Recent disclosures have confirmed a longstanding and close relationship between Lord Peter Mandelson and Jeffrey Epstein, a convicted paedophile, which continued after Epstein's conviction and until his death in 2019. Such an association is fundamentally incompatible with the values and dignity of this honour.

Council believes that:

The Borough's highest civic honour must be preserved for individuals who uphold standards of conduct befitting its dignity.

Failure to act in light of these disclosures risks damaging the reputation of Hartlepool and undermining public confidence in the integrity of civic awards.

Council therefore resolves to:

Rescind the Honorary Freedom of the Borough of Hartlepool previously awarded to Lord Peter Mandelson.

Instruct the Chief Executive to update the official records of the Borough accordingly.

Issue a public statement to explain the Council's decision, affirming its commitment to safeguarding the dignity of civic honours.

Signed by: Councillors Allen, Bailey-Fleet, Boddy, Cook, Creevey, Dodds, Dunbar, Hall, Hargreaves, Harrison, Holbrook, Jorgeson, Male, Morley, Nelson, Oliver, Riddle, Scarborough, Thompson and Wallace.

The motion was moved by Councillor Harrison and seconded by Councillor Scarborough. It was approved unanimously in its entirety.

59. CHIEF EXECUTIVE'S REPORT

Resignation from Council Committees and Outside Bodies – Proportionality Review

Council was informed that Councillor Young had resigned from the following Committees and outside bodies:

- Finance and Corporate Affairs Committee
- Adult Services and Public Health Committee
- Neighbourhoods and Regulatory Services Committee
- Housing, Growth and Communities Committee
- Licensing Committee
- Planning Committee
- Civic Honours Committee
- Police and Crime Panel
- Tees Valley Combined Authority – Overview and Scrutiny Committee

A request for a proportionality review had subsequently been submitted by the Reform group to ensure political balance. It had been decided that the implications of the above resignations should be considered as part of the review process. The results were as follows:

- Adult Services and Public Health Committee – 1 reform vacancy – Councillor Doyle nominated

- Neighbourhoods and Regulatory Services Committee – 1 reform vacancy – Councillor Doyle nominated
- Housing, Growth and Communities Committee – 1 reform vacancy – Councillor Napper nominated
- Civic Honours Committee – 1 reform vacancy – Councillor Doyle nominated

RESOLVED: - That the above nominations be approved

- Finance and Corporate Affairs Committee – 1 vacancy for any group – Councillors Creevy and Doyle nominated - Councillor Creevy appointed by a show of hands
- Licensing Committee – 1 vacancy for any group – Councillors Doyle and Jorgeson nominated – Councillor Jorgeson appointed by a show of hands
- Planning Committee - 1 vacancy for any group – Councillors Doyle and Dunbar nominated – Councillor Dunbar appointed by a show of hands

RESOLVED – That the above appointments be noted.

It was also noted that the appointments to the Police and Crime Panel and Tees Valley Combined Authority – Overview and Scrutiny Committee – were both Conservative vacancies and Councillor Martin-Wells had been nominated for both.

RESOLVED – That the above nominations be approved

Outside body vacancies

The following vacancies remain outstanding and nominations were sought:

National Association of Councillors:

- English Region (1 vacancy)
- General Management Committee (1 vacancy)

RESOLVED – That the National Association of Councillors be notified of a standing vacancy on both bodies.

Northern Studios / National Museum of the Royal Navy Hartlepool Board

Guidance from the Lawyers in Local Government Group, Society of Local Authority Chief Executives and Senior Managers and the Chartered Institute of Public Finance and Accountancy had recently been received in respect of the roles of statutory officers within Local Authorities. It states that due to the potential for conflict of interest statutory officers should not hold Director positions. The Chief Executive had therefore resigned from her posts as Director on the Northern Studios and Trustee on the National Museum of the Royal Navy Hartlepool Board and was requesting permission to delegate authority to appoint an appropriate senior officer to

such roles as and when necessary in consultation with the Leader or Deputy Leader

RESOLVED – That permission to delegate be approved as detailed above

TVERF Delegation Update

Following a motion presented to Council on 20th August 2025 a members seminar took place on 15th September 2025 to provide an update on the future operation of the Tees Valley Energy Recovery Facility. Approval was therefore sought for the Chief Executive to enter into all other necessary agreements or legal documents on behalf of the Council or the SPV to enable the project to reach financial completion and monitor and manage the contract.

Additionally in 2022 Finance and Policy Committee had approved the entering into an option agreement to site the TVERF. Since then further agreements have been required incidental to the granting of the lease that were not envisaged at the time, specifically relating to the Side Deed and Environmental Deed. Approval was therefore sought for the Chief Executive, in consultation with the Chair of Finance and Corporate Affairs Committee, to enter into the guarantees in respect of the Side Deed and Environmental Deed for the purposes of guaranteeing the LA SPV's obligations thereunder.

RESOLVED: - That the delegations referred to above be approved.

Electoral Registration Officer

At the last full Council meeting the Director of Legal Governance and Human Resources was appointed Returning Officer for elections. It is also approved that they be appointed to the role of Electoral Registration Officer under the Representation of the People Act 1983.

RESOLVED: - That this appointment be approved

Tees Valley Combined Authority Update

A summary of the reports considered at the Tees Valley Combined Authority (TVCA) Cabinet meeting on 26 September 2025 were provided for Members information. Constitution Committee had requested that this be a standing item in future.

The Council's representative on the TVCA Audit and Governance Committee gave an update on their last meeting specifically regards the refusal of their auditors to audit the accounts of the TVCA for 2023/24 and 2024/25. The member queried whether this might impact Hartlepool detrimentally and the Chief Executive agreed to raise the issue with the TVCA.

The Chair of Economic Growth and Regeneration Committee advised that she had not received an invitation to TVCA meetings to discuss funding priorities the following week and asked that the Council's dissatisfaction at the lack of timely engagement in the consultation process be forwarded to the TVCA.

60. PUBLIC QUESTION

None

61. QUESTIONS FROM MEMBERS OF THE COUNCIL

- a) Questions to the Chairs about recent decisions of Council Committees and Forums without notice under Council Procedure Rule 10.1

None.

- b) Questions on notice to the Chair of any Committee or Forum under Council Procedure Rule 10.2

None.

- c) Questions on notice to the Council representatives on the Police and Crime Panel and Cleveland Fire Authority

None.

- d) The minutes of the meeting held by the Cleveland Police and Crime Panel on 8 July 2025 were noted.

62. ANNOUNCEMENTS

Councillor Harrison announced her resignation as Leader of the Council. Members from all parties paid tribute to Councillor Harrison's tenure as Leader particularly the courtesy and respect she had shown to her political opponents.

Councillor Harrison nominated Councillor Hargreaves as her successor. This was seconded by Councillor Scarborough. There were no further nominations and Councillor Hargreaves was duly appointed. Councillor Hargreaves paid tribute to Councillor Harrison's integrity and moral compass as Hartlepool's first female leader. She hoped to follow in her footsteps of working with members from all political parties for the good of Hartlepool.

With regards to the implications on existing memberships of Policy Committees members agreed that any membership changes be notified to the Director of Legal, Governance and Human Resources. The role of chair would be delegated to the next meeting of the relevant committees to determine. Details of nominations would be forwarded to

the Director as soon as possible and reported to the next meeting of full Council for information

RESOLVED: -

That the appointment of Councillor Hargreaves as leader be approved

That changes to Policy Committee memberships to the Director of Legal, Governance and Human Resources following discussions with group representatives. Chairs will be determined at the next relevant committee meeting

The meeting concluded at 7.30pm

CEREMONIAL MAYOR

ITEM 6(a)

**Director of Public Health
Annual Report – Report of the
Interim Director of Public Health**



Hartlepool
Borough Council

Council

11 December 2025

Report of: Interim Director of Public Health

Subject: Director of Public Health Annual Report

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- Where people live healthier, safe and independent lives. (People)

2. PURPOSE OF REPORT

- 2.1 To share the Director of Public Health (DPH) Annual Report 2025.

3. BACKGROUND

- 3.1 The DPH Annual Report is an important vehicle for providing advice and recommendations on population health to both professionals and the public - providing added value over and above intelligence and information routinely available.
- 3.2 The requirement for the Director of Public Health to write an Annual Report on the health status of the town, and the Local Authority duty to publish it, is specified in the Health and Social Care Act 2012.

4. PROPOSALS

- 4.1 The 2025 report focuses on the challenges we face from smoking, which is still a significant cause of ill health in our communities and a major driver of ill health and health inequalities in Hartlepool. Around 1 in 7 adults still smoke in Hartlepool today and too many people are dying from preventable smoking related diseases. The report outlines work that has already been undertaken to address this issue and how we are working in partnership with a range of stakeholders to continue to reduce smoking in Hartlepool.
- 4.2 The report takes a similar format to the previous two reports that have focused on work, skills and health (2023) and giving children the best start in life (2024) and includes a range of videos, data and intelligence.
- 4.3 The report is attached as **Appendix 1**. This will be published following approval.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	There are no risks associated with this report.
FINANCIAL CONSIDERATIONS	There are no financial considerations.
SUBSIDY CONTROL	None.
LEGAL CONSIDERATIONS	The council is required to publish the DPH report annually as set out in 3.2.
SINGLE IMPACT ASSESSMENT	None.
STAFF CONSIDERATIONS	None.
ASSET MANAGEMENT CONSIDERATIONS	None.
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	None.
CONSULTATION	None

6. RECOMMENDATIONS

- 6.1 It is recommended that the Council Board note the contents of the DPH Annual Report 2025 and the continued work that is taking place to reduce smoking in Hartlepool.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To ensure compliance with the statutory duties under the Health and Social Care Act 2012 for the Director of Public Health to produce a report and the Local Authority to publish it.

8. BACKGROUND PAPERS

- 8.1 None.

9. CONTACT OFFICERS

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Interim Director of Public Health
Chris.woodcock@hartlepool.gov.uk



Hartlepool
Borough Council

Hartlepool Director of Public Health Annual Report 2025

HARTLEPOOL.GOV.UK





Introduction by Craig Blundred

Director of Public Health for Hartlepool



For my annual report this year I am focusing on the challenges we face from what is still a significant cause of ill health in our communities. Smoking is still a major driver of ill health and health inequalities in Hartlepool. We have made significant progress in the last few decades, but we still have further to go. Many of us still remember what public spaces were like when smoking was allowed and we now have clean air in our pubs, restaurants and on public transport. But this doesn't mean that smoking and the effects of smoking have gone away.

Around 1 in 7 adults still smoke in Hartlepool today and that is too many. Ill health resulting from smoking not only impacts on the person themselves but their families as well. People are still dying from preventable smoking related diseases. There are also huge costs, still, to our health and social care services as well.

So we still have a long way to go – but I am optimistic. As you will see in this report, we have increased the stop smoking support available to Hartlepool residents and we are also cracking down on illicit tobacco which has a damaging effect in terms of encouraging young people to smoke. The report also outlines how we are working in partnership with a range of stakeholders to continue to reduce smoking in Hartlepool.





Reducing exposure to
tobacco smoke



Supporting smokers to stop



Raise the price and reduce
illicit trade





Reducing exposure to tobacco smoke

Second hand smoke (SHS) continues to pose a significant global health risk. It is estimated that 33% of male non-smokers, 35% of female non-smokers, and 40% of children worldwide are regularly exposed to SHS. The immediate health effects of exposure include eye irritation, headaches, coughing, sore throat, dizziness and nausea. Over the long term, SHS is associated with an increased risk of serious conditions such as heart disease, various forms of cancer, stroke, and dementia.

The 2022 independent Khan Review recommended key actions to make smoking obsolete in England. Its main proposal was to gradually raise the legal age for buying tobacco. Other suggestions included expanding smoke-free areas to protect young people and de-normalise smoking, as well as introducing a licensing system for tobacco retailers. While England has already ruled out smoking bans in hospitality settings, future expansions of smoke free environments under the Tobacco and Vapes Bill are expected to include public parks, school grounds, and hospital premises. These measures also aim to reduce second-hand smoke exposure and related health risks.

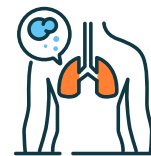
Children are particularly vulnerable to the harmful effects of SHS due to their developing lungs and faster breathing, which increases their intake of harmful substances. Around 85% of second-hand smoke is invisible and odourless, meaning it can linger and remain dangerous even after the smoke disappears.

Each cigarette releases over 5,000 harmful chemicals and exposure during childhood has been linked to a heightened risk of sudden infant death syndrome (SIDS), glue ear, asthma, and other chronic respiratory illnesses, including emphysema in later life. This highlights the need to protect young people from exposure in all settings, including homes, cars and public places.

Evidence shows that children living in households where parents or siblings smoke are up to three times more likely to become smokers themselves. Furthermore, a study conducted by Imperial College London found that children whose caregivers smoke are four times more likely to become regular smokers compared to those whose caregivers are non-smokers.

Hartlepool is committed to reducing tobacco smoke exposure in homes and public spaces as reducing SHS exposure is essential for safeguarding the health of current and future generations. A comprehensive approach including public education, smoke-free environments, and support for cessation remains critical in addressing this preventable risk.

The infographic below shows the health impacts of second hand smoke (babies and children)



20-50% lower
respiratory tract
infections increase



30-70% increased
risk of incidents of
wheeze and **21-85%**
increased risk of
asthma in children



60% increase
of middle ear
infections



x3 fold increased
risk of bacterial
meningitis



x3 fold increased
sudden infant
death





The picture in Hartlepool

According to the latest Annual Population Survey (APS, 2023)

- Approximately 1 in 7 adults in Hartlepool are current smokers, this compares with roughly 1 in 11 for England and the North East.
- The proportion of adult smokers in Hartlepool has reached its lowest level in 13 years, indicating progress in reducing smoking rates.
- Nearly 1 in 3 adults in Hartlepool are now classified as ex-smokers and just over 1 in 5 workers in routine and manual occupations in Hartlepool, continue to smoke.

Local Smoking in Pregnancy Data (2023/24)

- Around 15% of pregnant women in Hartlepool were smokers in the early stages of their pregnancy in 2023/2024, but this fell to around 10% at time of delivery, which is worse than the national average of 7.4%, however lower than the North East average of 10.2%.

This indicates a continued need for focused smoking cessation support for pregnant women and families with young children across Hartlepool.

🔗 For further data click here - [Living Well | Joint Strategic Needs Assessment | Hartlepool Borough Council](#).

🔗 Link – [Smoking Needs Assessment 2023 | Hartlepool Borough Council](#)





What are we doing?



Commissioned by Hartlepool Borough Council, FRESH delivers a comprehensive eight-strand programme designed to reduce smoking prevalence by implementing the most effective, evidence-based tobacco control interventions. A key part of the programme is national advocacy, making sure the North East stays strongly and consistently involved in discussions and policies about tobacco issues. This involves making sure the regions needs and experiences are considered when national tobacco policies are discussed.

FRESH leads high-quality public health campaigns and maintains ongoing media engagement throughout the year. These efforts aim to encourage smoking cessation support and keep the issue of tobacco harm prominently on the public and political agenda. One of the Smoking Survivors Campaigns in 2025 featured a Hartlepool family, which highlighted the issues locally for our community.

The programme is underpinned by the latest research and evidence, which informs all activities. FRESH focuses on increasing public awareness of health risks associated with smoking and the benefits of quitting, working closely with the North East population to support behaviour change and promote a smoke free future.

 **Smoking Survivors | Fresh Quit**





0-19 Service – Tobacco Control and Infant Health

Hartlepool Borough Council's 0-19 team comprises a range of qualified and experienced professionals, including Health Visitors, School Nurses, Specialist Public Health Nurses, Staff Nurses, Nursery Nurses, Family Support Workers, Family Hubs Staff and Parenting Support Workers.

The multidisciplinary team works closely with local families to deliver key mandated health and development reviews, including antenatal visits, new birth assessments, and child development reviews at 9-12 months and 2-2.5

years. As part of these contacts, carbon monoxide (CO) screening is routinely carried out. This non-invasive test helps identify active smoking or exposure to harmful levels of CO, such as from faulty gas appliances, supporting early intervention.

Team members provide evidence-based advice on the risks of second-hand smoke and offer practical guidance on reducing children's exposure in the home and other environments. Where appropriate, families are supported with referrals to local stop smoking services.



 Family Hubs in Hartlepool





Supporting smokers to stop and stay stopped and also to reduce harm

Smoking remains the leading cause of early death and preventable illness in the UK. Approximately 50% of smokers will die prematurely as a direct result of smoking-related conditions, with life expectancy reduced by an average of 10 years compared to non-smokers. For every individual who dies due to smoking, it is estimated that around 30 others are living with smoking-related illnesses.

In England during 2019-2020, smoking was associated with approximately 506,100 hospital admissions among adults aged 35 and over. These admissions represented around 4% of all hospital admissions in this age group. The financial cost to the NHS in England is substantial, with smoking related care estimated to cost £1.9 billion per year.

Data from the Global Burden of Disease Study (2021), highlights the scale of smoking's impact, attributing 10.7% of all deaths in the UK to smoking – more than any other preventable cause. By comparison, other major preventable risk factors contributed to a significantly lower proportion of deaths:

- High body mass index: 5.8%
- Alcohol use: 2.9%
- Drug use: 1.0%

The majority of smoking-related deaths are attributed to three primary conditions:

- Lung Cancer
- Chronic obstructive pulmonary disease (COPD), including emphysema and chronic bronchitis
- Coronary heart disease (CHD)

These findings underline the need to continue investment in tobacco control, prevention, and cessation services to reduce the health impacts and financial costs of smoking.





The picture in Hartlepool

Smoking is a major contributor to avoidable health inequalities in Hartlepool. The Government has set a target for a Smokefree England by 2030, defined as reducing adult smoking prevalence to 5% or below.

- An estimated 46% of the Hartlepool population, including both current and ex smokers, are at a greater risk of smoking related harms, compared with 37% for England and 38% for the North East region.
- Smoking attributable mortality in Hartlepool continues to fall, down 16% over a five year period
- Smoking attributable deaths from cancer in Hartlepool also continue to fall, down 19% over the same five year period
- Despite these improvements, both smoking attributable mortality and cancer death rates remain significantly higher than the national average
- Latest 24/25 figures show that 41% of people that engaged with Hartlepool's stop smoking service, successfully quit.
- Based on the current trends, Hartlepool is not projected to meet the 5% smokefree target

While there have been notable improvements in smoking related mortality and cessation support, smoking continues to place a significant burden on health in Hartlepool. Sustained efforts will be essential to close the gap and accelerate progress toward the national Smokefree by 2030 target.

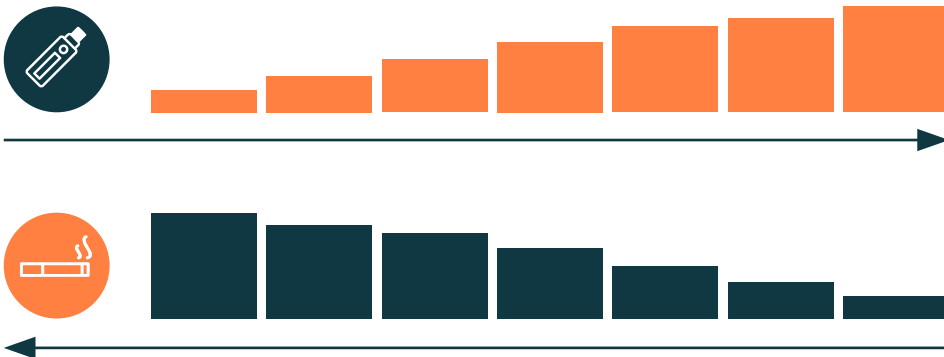




Vaping trends

Due to the absence of local-level data on vaping in Hartlepool, national survey findings are used to provide estimates. Nationally, approximately 5.9% of people aged 16 and over report daily e-cigarette use. Based on this, it is estimated that around 4,500 adults in Hartlepool may be daily users of e-cigarettes. In addition, around 3.9% of adults (approximately 27,000 people nationally) use e-cigarettes occasionally. For Hartlepool this proportion would be around 3,000 people using e-cigarettes occasionally.

Evidence continues to show that while smoking rates are declining, e-cigarette use is increasing, particularly among certain groups. However, disposable vape use peaked in 2023 and is now in decline. Current smokers and ex-smokers are the most likely to vape, although usage is also rising among those who have never smoked, currently estimated at 2.8% of the adult population. Extrapolated to local populations, this would suggest that a proportion of Hartlepool residents who have never smoked, may now be using e-cigarettes.



Youth Vaping

The 2025 ASH Smokefree Youth Survey provides an updated overview of vaping and smoking behaviours among 11-17 year olds in Great Britain. Key findings include:

- 20% of 11-17 year olds have tried vaping (an estimated 1.1 million young people), consistent with 2023 levels
- 7% currently vape (approximately 400,000), with 40% of current users vaping daily
- Ever smoking among young people has increased significantly, rising from 14% in 2023 to 21% in 2025
- 63% of young people believe vaping is as harmful or more harmful than smoking, indicating an increase in perceived risk

While vaping is substantially less harmful than smoking, it still exposes users to toxins that can affect lung health. This is particularly concerning for young people, whose lungs are still developing. Furthermore, nicotine – the addictive substance found in most vapes – can negatively impact brain development, concentration and learning in school-aged children.

Although there is currently no strong evidence that vaping leads directly to smoking, the likelihood of trying vapes increases with age and is higher among young people who already smoke. In the UK, vapes containing nicotine are regulated, and it is illegal to sell them to anyone under the age of 18 or for adults to purchase them on behalf of minors.

For further data click here - [Living Well | Joint Strategic Needs Assessment | Hartlepool Borough Council](#).

Smoking Needs Assessment 2023 | Hartlepool Borough Council





What are we doing?

Local Support in Hartlepool: Swap to Stop Initiative

In Hartlepool, residents can access support to stop smoking through the Swap to Stop initiative, delivered by the Community Navigators, Start, Housing, Thirteen Group and a Primary Care Network (PCN), in partnership with the specialist smoking service.

The Swap to Stop programme offers:

- 12 weeks of tailored behavioural support, provided by trained staff within the community.
- A free 12-week vape bundle, designed to support a switch from tobacco to e-cigarettes as a harm reduction approach.
- Flexible support options including face to face, telephone, or blended appointments, depending on individual needs.

The programme is delivered in collaboration with key partners and staff within these organisations have been trained to deliver the offer, helping to broaden access to smoking cessation support across different community settings.





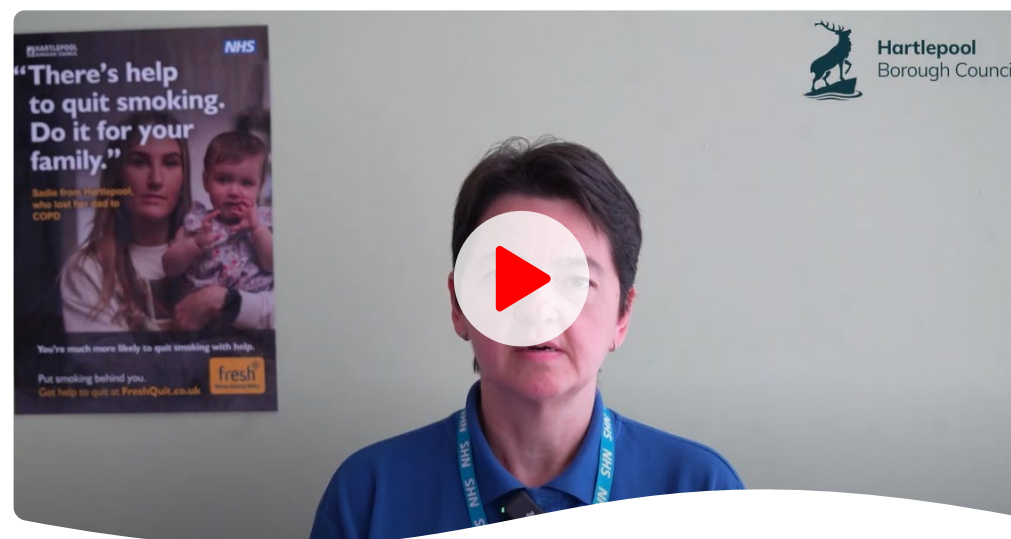
Specialist Stop Smoking Service

The National Institute for Health and Care Excellence (NICE) highlights the significant health benefits associated with quitting smoking at any age. Evidence shows that cessation leads to substantial reductions in the risk of premature death and smoking related disease, particularly when individuals quit earlier in life. Individuals who access stop smoking services in England are three times more likely to quit than those who attempt to stop unaided.

Local data has been used to identify several priority groups who would benefit most from targeted smoking cessation support. These include:

- Routine and manual workers
- Individuals with a diagnosed mental health condition
- Pregnant women and new mothers
- People with a diagnosed long-term health conditions
- Individuals who use drugs and/or alcohol
- People with a planned hospital admission
- Those identified through NHS Health Checks
- Individuals accessing housing or homelessness support services

These groups are at increased risk of tobacco-related harm and often face additional barriers to quitting. Tailored, accessible interventions are essential to reducing smoking prevalence and associated health inequalities within these populations.





Hartlepool
Borough Council

**Reducing exposure
to tobacco smoke**

**Supporting smokers
to stop**

**Raise the price and
reduce illicit trade**

Hartlepool's Specialist Stop Smoking Service provides a comprehensive and flexible 12-week programme to support individuals in their quit attempts. The offer includes:

- Access to nicotine replacement therapies (NRT), pharmacotherapy, and/or e-cigarettes
- Face to face clinics held at various community locations
- Telephone-based consultations for convenience and accessibility
- Home visits for housebound individuals
- Workplace clinics to engage working populations

Both the specialist service and the wider community-based offer encourage individuals to return for additional quit attempts, recognising that successful cessation often requires multiple efforts.

This approach ensures that support is inclusive, evidence-based, and responsive to the needs of Hartlepool's diverse population.



Hartlepool
Borough Council



North Tees and Hartlepool
NHS Foundation Trust





Local Support and Prevention Services

In Hartlepool, the School Nursing Team works in partnership with the Young Persons Team within Start (Substance Misuse Service) to provide comprehensive support for young people in relation to smoking and vaping.

Their work includes:

- Preventative education delivered in school settings, focused on discouraging the uptake of smoking and vaping
- Tailored one to one interventions, offering evidence-based advice on the health risks associated with tobacco and vape use
- Cessation support, assisting young people who wish to quit smoking or vaping through structured, youth-appropriate interventions

These services aim to reduce harm, raise awareness, and build resilience among young people to prevent nicotine dependence and long-term health consequences.





Raise price and reduce illicit trade

Illegal tobacco refers to tobacco products that are smuggled into the UK without duty being paid, sold under the guise of duty-free, or counterfeit. While illegal tobacco remains prevalent in communities across the North of England, public sentiment is strongly against its presence – 79% of the public support tougher enforcement and crackdowns on its sale and distribution.

The availability and use of illicit tobacco present serious threats to public health and community safety. As the price of legal tobacco products continues to rise through taxation, the black market becomes increasingly attractive to smokers seeking cheaper alternatives. This demand sustains and fuels the illegal tobacco trade.



Harms of illicit tobacco

Illicit tobacco has wide-ranging negative impacts on individuals, communities, and public services:

- Undermines legitimate businesses by offering tobacco at significantly reduced prices.
- Supports wider criminal activity, including the sale of drugs and counterfeit goods.
- Facilitates youth smoking initiation, with unregulated products often more accessible to underage individuals.
- Discourages cessation efforts, making quitting tobacco use less likely.
- Increases the risk of house fires, as illegal cigarettes do not meet UK fire safety standards.
- Places a financial burden on the NHS, which spends billions annually treating smoking-related illnesses.
- Funds organised crime, contributing to broader issues of lawlessness and violence in local areas.





The Picture in Hartlepool

Since 2013 there have been 17 complaints for underage cigarette sales. In the same period there have been 28 complaints for underage vape sales, these complaints have resulted in 4 closure orders.

Tobacco and Vapes Bill

The Tobacco and Vapes Bill is a proposed piece of legislation in the UK aimed at supporting the path to a smokefree generation. It includes the following proposals:

- **Phased ban on tobacco sales to future generations:** The sale of tobacco products would be prohibited to individuals born on or after 1 January 2009, effectively phasing out tobacco use over time.
- **Comprehensive regulatory powers:** Authorities would be granted enhanced powers to regulate all tobacco and nicotine-containing products, including vapes and nicotine pouches, ensuring consistent standards across all forms of nicotine delivery
- **Ban on vape advertising and vending machines:** To reduce youth appeal and accessibility, a complete ban on advertising for vapes and the use of vending machines for vape products would be introduced
- **Retail licensing powers:** New powers would allow for the introduction of a tobacco and vape retail licensing system, providing greater oversight and control over where and how nicotine products are sold
- **Fixed penalty notices:** The legislation would include new fixed penalties for breaches of tobacco and nicotine regulations, enabling swift enforcement action
- **Extension of smokefree legislation:** Additional powers would allow for the extension of existing smokefree laws to further protect the public from exposure to second hand smoke in a wider range of settings

These proposed measures form part of a broader strategy to reduce tobacco-related harm, prevent youth uptake, and protect future generations from the health risks of nicotine addiction.

For further data click here - [Living Well | Joint Strategic Needs Assessment | Hartlepool Borough Council](#).

Link – [Smoking Needs Assessment 2023 | Hartlepool Borough Council](#)





What are we doing?

Hartlepool Borough Council and partners continue to drive forward efforts to reduce smoking prevalence and address the emerging challenges associated with vaping through the implementation of the Hartlepool Tobacco Control Strategy and Action Plan. This work is coordinated by the Hartlepool Smoking Alliance, which brings together local stakeholders to take a whole-system approach to tobacco harm reduction.

Key areas of focus:

- Training frontline staff: local organisations are being supported to train staff to have effective health conversations, including evidence-based techniques to support smoking cessation
- Promotion of vaping as a quit aid: Public Health will continue to run media campaigns promoting switching from smoking to vaping as a harm reduction strategy
- Youth-focused Engagement: Public Health will work with education settings to promote responsible messaging on smoking and vaping. This includes developing insight-led interventions to respond to rising vaping use amongst never-smokers
- Illicit Tobacco and Vapes and retailer engagement: Trading Standards and Public Health will continue enforcement against illegal vape sales, raise awareness of associated risks
- Development of a digital offer: Public Health will look to provide a digital smoking cessation offer to support those who do not want to access a smoking cessation service

Enforcement and reporting

Trading Standards actively investigate reports relating to the manufacture, importation, distribution, or sale of illegal tobacco products. Legal action, including prosecution, will be pursued against individuals and businesses found to be operating unlawfully.

Members of the public can report suspicions or information anonymously via:

- Illegal Tobacco Helpline: 0300 999 0000
- Online: **Illegal Tobacco: Keep it out website.**

Ongoing community vigilance and partnership working are essential in tackling the illegal tobacco trade and protecting public health.





Hartlepool
Borough Council

Reducing exposure
to tobacco smoke

Supporting smokers
to stop

Raise the price and
reduce illicit trade

Conclusion



My report has outlined how we are working to reduce the harm caused by tobacco in Hartlepool. We are committed to working towards the goal of a smoke free generation and to make smoking history in Hartlepool and we all have a role to play in making Hartlepool smoke free. This is my final annual report for Hartlepool and I would like to thank all of the Public Health team, council staff, partners and stakeholders for working together over the last few years to tackle the health related challenges Hartlepool has faced.





Acknowledgements

Thank you to everyone who contributed to the preparation of this Report:

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Barry Mand

Stop smoking service user

Chloe Bartley

Technical Officer Trading Standards, Hartlepool Borough Council

Carmen Carcea

Stop smoking advisor/nurse prescriber





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ITEM 9(a)

**Further Periodic Review of
the Council's Constitution –
Report of the Constitution
Committee**



Report of: Constitution Committee

Subject: FURTHER PERIODIC REVIEW OF THE COUNCIL'S CONSTITUTION

1. MOTIONS AND QUESTIONS TO COUNCIL

- 1.1 This report follows Full Council's consideration on 2 October 2025 of the recommendations of the Constitution Committee (the 'Committee') in response to the periodic review of the constitution.
- 1.2 The Committee made the following recommendations in relation to the Council Procedure Rules which are set out below:-
- 1.3 Part 4 – Council Procedure Rules – Motions on Notice/Questions to Council – It was proposed to realign the deadlines for the receipt of motions as follows:

Motions on Notice – Section 11.1

- i) Except for motions which can be moved without notice under Rule 12, written notice of every motion, signed by at least five Elected Members must be submitted to and received by the Chief Executive, or by electronic mail to the Chief Executive before 12 noon **at least seven clear working days before the date of the meeting.**
- ii) The notice of motion will be entered in a book open to public inspection.
- iii) Up to three motions can be discussed at each Council meeting, unless the Chair agrees to include more because they were urgent. Motions will be set out on the agenda in the order in which they were received. Any remaining Motions on Notice received shall be dealt with at the next ordinary meeting of Full Council.

Questions to Council – Section 9.2

A question may only be asked if notice has been given by delivering it in writing or by electronic mail to the Chief Executive **no later than noon at least seven clear working days before the date of the meeting.** Each question must give the name and address of the questioner and must name the Chair of Committee to whom it is to be put (if the questioner is under 16 years of age, the notice must include the name, address and signature of the parent or guardian of the questioner).

- 1.4 The Committee unanimously agreed to recommend to Full Council that the above amended wording to align the deadlines for the receipt of Motions on Notice and Questions to Council be included within Part 4 of the Constitution.
- 1.5 In accordance with Rule 22.2 the recommended changes to the Council Procedure Rules must stand adjourned to the next ordinary meeting of Full Council.

Recommendations

Members' are asked to approve the changes set out above.

2. COMMITTEE CHAIRS AND VICE CHAIRS

- 2.1 On the 24 October 2025, Constitution Committee considered changes to the Constitution in respect of:
 1. Chair of Health and Wellbeing
 2. Vice Chairs of Committees
- 2.2 It is proposed that Article 6 of the Constitution be amended to indicate that the Chair of the Adult Services and Public Health Committee also be the Chair of the Health and Wellbeing Board given the cross over of health responsibilities of both bodies.
- 2.3 In addition to the above, the Committee recommended to Council that it consider enabling Council Committees to appoint up to two vice chairs at Annual Council. This was on the basis that the Committee felt that it would enable more Elected Members to share the role and responsibility and provide more support to the Departments.

Recommendations

- 2.4 Members's views are sought.

3. BACKGROUND PAPERS

Constitution Committee – 29 September and 24 October 2025
Full Council – 2 October 2025
Hartlepool Borough Council – Constitution (Parts 2 and 4)

Contact Officer:
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ITEM 9(b)

**A19 / Elwick Road/North Lane
Junction and Elwick Northern
Bypass / Hartlepool Western Link
Project Compulsory Purchase
Order (CPO), Side Roads Orders
(SROS) and Slip Roads Order
(SLRO) – Report of
Neighbourhoods and Regulatory
Services Committee**



Hartlepool
Borough Council

Council

11 December 2025

Report of: Neighbourhood and Regulatory Services Committee

Subject: A19 / Elwick Road/North Lane Junction and Elwick Northern Bypass / Hartlepool Western Link Project Compulsory Purchase Order (CPO), Side Roads Orders (SROS) and Slip Roads Order (SLRO).

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)
- that is welcoming with an inclusive and growing economy providing opportunities for all. (Potential)

2. PURPOSE OF REPORT

- 2.1 The Neighborhood and Regulatory Services committee report, attached as **Appendix 1**, provides an update on the A19 / Elwick Road / North Lane Junction and Elwick Road / Hartlepool Western Link Project (the Scheme). The purpose of this report is to seek Council's approval to move forward and to progress to the making of the four orders set out in this report title.
- 2.2 There is a degree of detail in respect of the order documentation and plans that will need to be finalised following approval by Council and Members will therefore note that provision is made in the recommendations for the Director for Neighbourhood and Regulatory Services, in consultation with the Director of Legal, Governance and Human Resources, to amend and

finalise the documentation as necessary prior to the making and sealing of the various orders.

3. BACKGROUND

- 3.1 The concept of the Scheme developed during the preparation of the Hartlepool Local Plan in conjunction with discussions between the Council and National Highways.
- 3.2 In addition to resolving highway safety issues it was considered that a new grade separated junction and road north of the A19 would assist in housing and economic growth whilst reducing the level of through traffic through Elwick.

4. PROPOSALS

- 4.1 The Scheme, is located on the A19 between the A179 Sheraton Interchange and the A689 Wolviston Interchange. It comprises a new grade separated junction, including an overbridge at A19 / Elwick Road / North Lane and a single carriageway bypass / link road lying to the north west of the village of Elwick and extending from the new junction to the east north east of Elwick village where it joins the existing Elwick Road at the northern end of what is known as Devil's Elbow. A number of further improvement measures will also be undertaken in respect of the existing A19 in the vicinity of the new junction including closures of existing accesses in / out of the A19. Together these measures comprise the Scheme.
- 4.2 The Scheme will provide a third main route from the A19 into the urban area of Hartlepool and will remove traffic from the village of Elwick.
- 4.3 The Scheme will be fully funded by Tees Valley Combined Authority funding and via planning obligations relating to planning applications and secured in Section 106 legal agreements

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	As detailed within Appendix 1
FINANCIAL CONSIDERATIONS	As detailed within Appendix 1
SUBSIDY CONTROL	As detailed within Appendix 1

LEGAL CONSIDERATIONS	As detailed within Appendix 1.
SINGLE IMPACT ASSESSMENT	As detailed within Appendix 1
STAFF CONSIDERATIONS	As detailed within Appendix 1
ASSET MANAGEMENT CONSIDERATIONS	As detailed within Appendix 1
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	As detailed within Appendix 1
CONSULTATION	As detailed within Appendix 1.

6. RECOMMENDATIONS

- 6.1 It is recommended that Council approves the entering into an agreement with National Highways pursuant to Section 6 of the Highways Act 1980 ("the Section 6 Agreement") relating to highway works at the A19 / Elwick Road / North Lane junction and the exercise by the Council of all National Highways' powers in respect of the making, publishing and seeking confirmation of the A19 SRO and taking all other related steps necessary to give effect to paragraphs 14.2 and 14.3 below, with delegated authority given to the Director (including any acting Director) of Neighbourhood Services ("the Director") in consultation with the Director of Legal, Governance and HR to reach agreement with National Highways as to the form of such an agreement which shall generally be in accordance with the draft attached as an appendix and with delegated authority to the Director in consultation with the Director of Legal, Governance and HR to agree a commuted sum with National Highways if so required provided that agreement to pay such a commuted sum does not result in any prudential borrowing beyond that already approved by the Council in respect of the Scheme.
- 6.2 Approves the Council (both for itself and in exercise of the powers of National Highways delegated pursuant to the Section 6 Agreement) exercising powers under Sections 14, 125, 239, 240, 246, 250 and 260 of the Highways Act 1980, the Acquisition of Land Act 1981 and all other enabling powers to secure the compulsory acquisition of and otherwise deal with all land and rights and interests in and affecting land necessary to construct the Scheme.
- 6.3 Without prejudice to the generality of the approval at paragraph 14.1 above, authorises the Director of Legal, Governance and HR (both for the Council itself and in exercise of the powers of National Highways delegated pursuant to the Section 6 Agreement as relevant) to make:

- 6.3.1 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Compulsory Purchase Order 2023 ("the CPO") under sections 239, 240, 246, 249, 250 and 260 of the Highways Act 1980, the Acquisition of Land Act 1981 and all other enabling powers, as per the details contained in this report and generally in the form set out in an attached appendix to this report to secure the compulsory acquisition of interests in land and new rights shown on the plans attached as an appendix (the CPO and associated plans being subject to any final amendments the Director considers necessary); and
- 6.3.2 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link)(Classified Roads) Side Roads Order 2023 ("the SRO") under sections 14 and 125 of the Highways Act 1980 and all other enabling powers, as per the details set out in this report and generally in the forms set out as an appendix (subject to any final amendments the Director considers necessary);
- 6.3.3 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Side Roads Order 2023 ("the A19 SRO") under sections 14 and 125 of the Highways Act 1980 and all other enabling powers, as per the details set out in this report and generally in the forms set out as an appendix (subject to any final amendments the Director and National Highways considers necessary);

the CPO and SROs being collectively referred to as "the Orders".

- 6.4 Approves the Council entering into an agreement with the Secretary of State for Transport ("SSfT") and / or the Department for Transport ("DfT") to receive authority or delegation of powers to enable the Council to promote a Slip Roads Order or Orders to be made by the SSfT under sections 10 and 41 of the Highways Act 1980 through to confirmation, including preparation and representations at any Public Inquiry and the exercising of those powers if and when authorised or delegated; or whether or not a delegation is obtained pursuant to this paragraph the Council liaising with and assisting the SSfT and / or DfT in respect of publication and promotion of a Slip Roads Order or Orders under Sections 10 and 41 of the Highways Act 1980 in each case for the designation of the new slip roads created as part of the Scheme as trunk roads;
- 6.5 In respect of the Slip Roads Order, as necessary:
- 6.5.1 authorises the Director to exercise on behalf of the Council any powers of the Secretary of State under section 10 of the Highways Act 1980 delegated pursuant to an agreement as described in paragraph 14.4 above or otherwise to take such steps as may be necessary to liaise with and assist the Secretary of State as described in paragraph above; or
- 6.5.2 in exercise of the powers of SSfT and/or the DfT delegated pursuant to an agreement described in paragraph 14.4 above authorises the

Director of Legal, Governance and HR to make the Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Slip Roads Order 2023.

- 6.6 Approves in principle the Statement of Reasons ("SoR") for the above mentioned Orders generally in the form of the draft set out in an appendix and authorises the Director to agree the final version of the SoR, and the final form of the Orders including authority to make, if necessary, any amendments to the Orders referred to in the above paragraphs necessary to secure the compulsory acquisition of all interests in land necessary to construct the Scheme.
- 6.7 Authorises the Director of Legal, Governance and HR to seal the Orders and as necessary the Slip Roads Order in their final form.
- 6.8 Authorises the Director to take all ancillary and necessary steps, including the publication and service of all statutory notices and presentation of the Council's case at Public Inquiry, to proceed with and secure the confirmation of the Orders and as necessary the Slip Roads Order by the Secretary of State, and making of agreements and undertakings with landowners and other affected parties necessary in order to secure the removal of any objections made to the Orders (where such agreements and undertakings are appropriate), and the vesting of the interests in land and new rights in the Council by way of the making of one or more general vesting declarations under the Compulsory Purchase (Vesting Declarations) Act 1981 or the service of Notices to Treat and Notices of Entry under the Compulsory Purchase Act 1965 and to include authority to request confirmation of the final Orders and as necessary the Slip Roads Order with modifications if, in the light of new information, it appears expedient to ensure the confirmation of the Orders and as necessary the Slip Roads Order.
- 6.9 That authority be given to the Director of Legal, Governance and HR to acquire all third party interests in land and the properties subject to the CPO and as required for the Scheme (whether compulsorily or by agreement).

7. REASONS FOR RECOMMENDATIONS

- 7.1 To ensure the Scheme is progressed expediently and Orders and as necessary the Slip Roads Order can be published at the earliest opportunity enabling the acquisition of land and the proper dealing with rights and encumbrances.
- 7.2 For the reasons set out in the Report and the attached draft Statement of Reasons there are compelling reasons in the public interest for the exercising of the relevant powers and the making of the Orders referred to in the Recommendations.

8. BACKGROUND PAPERS

8.1 None.

9. CONTACT OFFICERS

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NEIGHBOURHOODS AND REGULATORY SERVICES COMMITTEE

8TH December 2025



Subject: A19 / ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK NORTHERN BYPASS / HARTLEPOOL WESTERN LINK PROJECT COMPULSORY PURCHASE ORDER (CPO), SIDE ROADS ORDERS (SROS) AND SLIP ROADS ORDER (SLRO).

Report of: Director for Neighbourhood and Regulatory Services.

Decision Type: Key Decision NRS 104/25

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)
- that is welcoming with an inclusive and growing economy providing opportunities for all. (Potential)

2. PURPOSE OF REPORT

- 2.1 This report provides an update on the A19 / Elwick Road / North Lane Junction and Elwick Road / Hartlepool Western Link Project (the Scheme) and requests approval to the making of the relevant legal orders.
- 2.2 There is a degree of detail in respect of the order documentation and plans that will ultimately need to be finalised following approval by the Committee and the Council and Members will therefore note that provision is made in the recommendations for the Director for Neighbourhood and Regulatory Services, in consultation with the Director of Legal, Governance and Human Resources, to amend and finalise the documentation as necessary prior to the making and sealing of the various orders.
- 2.3 Delivery of this Scheme is integral to the strategic development to the west of the Hartlepool urban area in accordance with the Hartlepool Local Plan. Details of the Scheme and the future growth of Hartlepool have previously

been considered by the Finance and Policy Committee on 24th July 2017, 26th November 2018, 14th March 2022 and 13th March 2023.

- 2.4 The Finance and Policy Committee previously resolved in its meeting of 13th March 2023 to proceed with the making of the CPO and the associated orders; such resolution being confirmed by the meeting of the Full Council on 23rd March 2023.
- 2.5 Since those resolutions of March 2023, planning permission for the Scheme was granted by the Council as Local Planning Authority (LPA) on 18 January 2024 under reference H/2023/0057. Since planning permission was granted, necessary amendments to the Scheme have been identified and an application pursuant to section 73 of the Town and County Planning Act 1990 was validated by the LPA on 12th November 2025 under reference [H/2025/0363]. The CPO documentation will be finalised once this section 73 application has been determined.
- 2.6 Negotiations with landowners have been undertaken and are ongoing. Significant progress has been made in that the Council completed on an option to purchase with one landowner in 2024 and heads of terms for similar options with a number of other landowners are at an advanced stage. However agreement on acquisition has not been achieved with all landowners and while negotiations will continue, in order to avoid any further delays to the Scheme and bring forward its delivery, it is considered necessary to progress a compulsory purchase order (CPO) and two side roads orders (SROs) and as necessary work with the Department for Transport in the promotion of a slip roads order (SLRO).
- 2.7 The justification for making the CPO and SROs to deliver the Scheme remains robust as previously set out in the report to the Finance and Policy Committee of 13 March 2023. However, due to the passage of time and the amendments made to the Scheme through the section 73 application authority is sought to proceed to the making of the CPO as set out below. Therefore, the purpose of this report is to request that Neighbourhoods and Regulatory Services Committee support officers seeking Full Council approval for:
- The making of the CPO and SROs (together "the Orders") for the Scheme
 - Taking a delegation from the Secretary of State for Transport to enable the making of a Slip Roads Order for the Scheme subsequent to the Scheme's implementation, or in the absence of a delegation, to assist the Secretary of State in making such an order; and
 - The Council to enter into an agreement with National Highways pursuant to section 6 of the Highways Act 1980 to receive the necessary trunk road powers in respect of the A19 and the Scheme.
- 2.8 The current drafts of the following documents are attached IN **APPENDIX A**, B, C, D and should be read in conjunction with this report:
- The draft Statement of Reasons (**Appendix A**).
 - The draft Compulsory Purchase Order and Order Maps (**Appendix B**).

- The draft Side Roads Order(s) and Order Maps (**Appendix C**); and
- The draft Section 6 Agreement with National Highways (**Appendix D**).

3. BACKGROUND

- 3.1 The concept of the Scheme developed during the preparation of the Hartlepool Local Plan in conjunction with discussions between the Council and National Highways. Historically the junctions at Elwick village and Dalton Piercy have had safety issues and there has been a number of accidents, some of which were fatal. As such National Highways secured funding to look at design options for the creation of a grade separated junction at one of the Elwick village junctions.
- 3.2 The Scheme was subsequently shown to be needed as a result of capacity and safety concerns with vehicles queuing back in the deceleration lane for the right turn into the villages. This was a major concern as it led to cars queuing into the outside northbound lane of the A19 meaning that there could be serious negative implications with regards to highway safety.
- 3.3 The safety and capacity issues led to National Highways putting holding recommendations on planning applications which were coming forward that would intensify the traffic movements through Elwick. In light of this the Council was unable to approve planning applications until the highway issues were satisfactorily addressed.
- 3.4 Simultaneously there were wider concerns with increasing congestion on the A689 and A179, along with the safety and amenity of residents within Elwick Village in terms of increasing levels of cars travelling through the village. These additional concerns led to the Scheme being included within the Local Plan via policy (INF2 Improving Connectivity in Hartlepool).
- 3.5 On 24th July 2017, the Council's Finance and Policy Committee considered the '*Elwick Bypass and Grade Separated Junction – Prudential Borrowing Report*'. The report set out the need for and importance of delivering the Scheme with regards the growth of Hartlepool. The costs of the Scheme and the possible delivery routes were set out, including information of the external funding streams that have been applied to.
- 3.6 Permission was sought, and given, to have in place, as a final funding option, a commitment from the Council to agree to prudentially borrow between £8m and £18m, to cover the full cost of the Scheme, or a lower amount if other sources of funding can be secured. The report advised that the Council will be able to secure funding via section 106 agreements to assist in repaying the external funding and / or prudential borrowing, but further advised that if in the event section 106 money is not received (or not received in full), the Council will need to repay the prudential borrowing from the General Fund Budget over a 50 year period.

- 3.7 The Finance and Policy Committee report was referred to Full Council on 28th September 2017, and they upheld the decision made in Finance and Policy Committee. The decision was welcomed and the ability to fund the Scheme assisted in defending its deliverability during the Local Plan Examination in Public.
- 3.8 Following adoption of the Local Plan in May 2018 a report, entitled *Hartlepool Western Growth Corridor, Funding Strategy and Compulsory Purchase Order*, was referred to Finance and Policy Committee on 26th November 2018. The report gave information as to how the Scheme had developed and set out that since the previous report to Full Council in September 2017, £4.172m had been secured from the Tees Valley Combined Authority (TVCA) and advanced discussions were ongoing to secure a further £4.173m from Homes England. Securing these external grants funds 45% of the estimated cost of this Scheme. The report advised that based on the current estimated Scheme cost of £18.506m the Council needed to prudentially borrow £10.161m towards the overall Scheme. This was significantly less than the maximum potential borrowing reported to Full Council on 28th September 2017 of £18m. The report sought agreement to be given to the use of Compulsory Purchase Order (CPO) powers to acquire the land and confirmed that a further report would be brought to Members to formally invoke the CPO if negotiations with the landowners were unsuccessful.
- 3.9 The Finance and Policy Committee report was discussed by Full Council on 30th December 2018. The Council upheld the decision made in Finance and Policy Committee.
- 3.10 The Council was unsuccessful in obtaining grant funding from either National Highways or Homes England, however on 27th July 2018 the TVCA agreed in principle, and subject to a detailed business case, to provide an additional £4.173 million. In light of the TVCA decision the external grant funding remains at the level discussed by the Finance and Policy Committee on 26th November 2018.
- 3.11 On 14th March 2022, a report, entitled A19 Grade Separated Junction, Elwick Bypass and Hartlepool Western Link, was presented to Finance and Policy Committee. The report provided an update on the Scheme setting out that significant progress had been made with National Highways in relation to the design of the Scheme and how it will link into the A19 and that the next key step was to complete a Road Safety Audit Stage 1 (RSA 1) and submit this to National Highways for approval. The report further noted that once the RSA 1 was approved this would enable the Council to confirm the exact land requirements. It was advised that negotiations with landowners was ongoing but that no agreements had been made. Members noted the report.
- 3.12 On 13th March 2023, a report entitled "A19 / Elwick Road / North Lane Junction and Elwick Northern Bypass / Hartlepool Western Link Project Compulsory Purchase Order (CPO), Side Roads Orders (SROs) and Slip Roads Order (SLRO) (The Scheme)" was presented to Finance and Policy

Committee. The report provided an update on the Scheme setting out that the RSA1 had been completed which then allowed for a planning application to be submitted. It was advised that negotiations with landowners was ongoing but that no agreements had been made. As noted above, it was resolved that delegated approval be given to the then Director of Neighbourhoods and Regulatory Services to make the CPO and associated orders. Such decision being confirmed by the meeting of the Full Council on 23rd March 2023.

4. PROPOSALS/OPTIONS FOR CONSIDERATION

- 4.1 In accordance with the Constitution, the Finance and Corporate Affairs Committee is responsible for proposing changes to the approved Budget and Policy Framework, which are then referred to Full Council for approval. It is not considered that any amendments to the agreed prudential borrowing is required as a result of the passage of time since the Scheme was last considered by the Finance and Policy Committee and therefore it is not considered necessary for the Scheme to be further considered by that Committee. The Neighbourhood and Regulatory Services Committee is responsible for Strategic Asset Management and it is therefore considered appropriate for this Committee to now confirm their support for the Orders before referring the matter to Full Council.

Scheme Description

- 4.2 The Scheme, as more particularly described in section 3 of the draft Statement of Reasons (SoR) as attached, is located on the A19 between the A179 Sheraton Interchange and the A689 Wolviston Interchange. It comprises a new grade separated junction, including an overbridge at A19 / Elwick Road / North Lane and a single carriageway bypass / link road lying to the north west of the village of Elwick and extending from the new junction to the east north east of Elwick village where it joins the existing Elwick Road at the northern end of what is known as *Devil's Elbow*. A number of further improvement measures will also be undertaken in respect of the existing A19 in the vicinity of the new junction including closures of existing accesses in / out of the A19. Together these measures comprise the Scheme.
- 4.3 The Scheme will provide a third main route from the A19 into the urban area of Hartlepool and will remove traffic from the village of Elwick.

Scheme objectives

- 4.4 The Scheme will achieve the following objectives and have the following benefits:
- Improve the operation of, and road safety, at the at-grade A19-Elwick junction by the construction of a new grade-separated junction and also contribute to wider improvements in road safety and functionality along the A19 corridor.

- Improve connectivity by creating an additional main junction on the A19 and enhanced link to Hartlepool.
- Contribute to the strategic and local traffic management by relieving pressure on the existing A179 and A689 routes from Hartlepool to the A19.
- Contribute to the regeneration and growth in accordance with the key principles and spatial vision in the adopted Hartlepool Local Plan ("the Local Plan") particularly in order to bring forward housing development and associated social infrastructure. The delivery of a key housing allocation at High Tunstall being dependent on the delivery of the Scheme; and
- Improve road safety, bring environmental benefits to, and protect the character of Elwick, by reducing existing through traffic from the village.

Key milestones in Scheme progress to date

- 4.5 The Council has been working closely with National Highways to agree the design of the Scheme. The Road Safety Audit (Stage 1) was approved by National Highways on 14th December 2022 meaning that meaningful progress has been made with a planning application and with the Orders.
- 4.6 The design of the Scheme has now advanced to a level of detail to support a detailed planning application. As noted above, a revised planning application for the Scheme has been submitted. The completion of the Scheme design has enabled confirmation of the Scheme boundary and land-take required.
- 4.7 Interests in land were identified at an earlier stage and contact has been made with landowners as set out below. A further more detailed land referencing process is being undertaken to identify all relevant freeholds, leaseholds, tenancies, easements, rights and other interests in land that will be affected by delivery of the Scheme.
- 4.8 In confirming the Scheme, it has also been necessary to identify effects on side roads and the consequent need to alter or amend the existing local highway network and private accesses as set out in the SRO.
- 4.9 External lawyers were re-engaged in August 2022 to progress the Statement of Reasons and advise generally on progressing the Orders.
- 4.10 Planning permission for an initial iteration of the Scheme was granted by the Council on 18th January 2024. Since then, through engagement with the landowners, and in response to understanding the impact of the Scheme upon them, necessary amendments to the Scheme have been proposed. A section 73 planning application was therefore submitted to and validated by the Full Council on 12th November 2025 and, subject to this Committee's decision, it would be proposed to make the Orders upon determination of the section 73 application.

Land acquisition

- 4.11 The extent of the freehold land and land over which rights are required to construct the Scheme is shown on the CPO Plans and the schedule to the draft CPO. The land is predominantly arable farmland in various ownerships.
- 4.12 There are approximately 17 separate parcels of land required for the Scheme, some of the parcels of land are currently jointly owned by several individuals and a number of parcels are in the same ownership. The land required includes two parcels of unregistered land in unknown ownership, and additionally titles to mines and minerals are unregistered. The land required also includes land comprising the subsoil of the adopted highway at the A19 / Church Bank junction that is to be stopped up. Upon stopping up, the land will revert to the adjoining landowners under the legal presumption that they each own the land up to the mid-line; the Council is therefore also seeking the acquisition of such land.
- 4.13 Seven landowners are represented by three land agents with whom the Council has been in negotiations. The Council has only recently made contact with the adjoining owners to the land at the A19 / Church Bank junction and it is not yet known if they will appoint agents.
- 4.14 Pursuant to the lengthy negotiations, it has been possible to secure agreement to acquire the land forming part of High Barns Farm and heads of terms with three other landowners are significantly advanced. However, notwithstanding negotiations with the agents, it has not yet been possible to reach agreement with all landowners. The Council will in any event continue to seek to negotiate with the landowners in parallel with progression of the CPO.
- 4.15 However, in order to ensure delivery of the Scheme it is necessary to secure the acquisition of all relevant interests within the Scheme boundary. That is necessary if the Scheme is to come forward in a timely way as a construction programme could only progress with certainty in the light of confirmed acquisitions. The use of compulsory purchase order powers is the only way to guarantee that the land required for the Scheme is available to the Council.
- 4.16 In respect of land and interests in unknown ownership, it is evidently not possible to acquire such interests by agreement and therefore compulsory acquisition will be required in respect of such interests in any event, whether or not agreement is reached with all of the freehold owners. There are additional statutory procedural requirements in respect of land in unknown ownership to be followed.
- 4.17 The SROs are needed to give authority to stop up, divert, construct, or improve existing parts of the local highway network that will cross or enter the route of the Scheme. A SRO also provides authority to stop up and provide new private means of access to land and premises.

The Orders and overview of the Statement of Reasons (SOR)

4.18 The Orders to be made and promoted are as follows:

- The Hartlepool Borough Council (A19 / Elwick Road / North Lane Junction and Elwick Bypass / Hartlepool Western Link) Compulsory Purchase Order 202[6]. This CPO contains provision for the compulsory acquisition of land for the purposes of highway elements of the Scheme pursuant to the Council's own compulsory purchase powers. No land acquisition is required in respect of those parts of the Scheme that will ultimately become trunk road/part of the A19 junction.
- The Hartlepool Borough Council (A19 / Elwick Road / North Lane Junction and Elwick Bypass / Hartlepool Western Link) (Classified Road) (Side Roads) Order 202[6] in order to carry out works to the existing local highway network as well as stop up existing private means of access and create such new private accesses which are necessary to enable the Scheme to be constructed. This SRO is also made under the Council's own statutory powers.
- The Council is also promoting the Hartlepool Borough Council (A19 / Elwick Road / North Lane Junction and Elwick Bypass / Hartlepool Western Link) (Side Roads) Order 202[6] to link the new road to the A19 Trunk Road which is also necessary to enable the Scheme to be built along with any consequential alterations to the existing highway network including private means of access. This Order is made on behalf of National Highways in exercise of powers to be delegated under section 6 of the Highways Act 1980; and
- There will also a need for the making of the Hartlepool Borough Council (A19 / Elwick Road/North Lane Junction and Elwick Bypass / Hartlepool Western Link) (Slip Roads) Order 202[6] which will be necessary to ensure that the slip roads at the A19 junction are created as or otherwise become trunk road on completion. This is an Order which will be made by the Secretary of State for Transport and not National Highways and therefore cannot be delegated by National Highways under section 6 of the Highways Act 1980. Discussions will need to be undertaken with the Department for Transport (DfT) as to whether any part of the order making process can or would be delegated to the Council. In the absence of such a delegation the Council will closely liaise with the DfT to ensure that the process for the making of the slip roads order is closely aligned with and where possible integrated within the other order making processes.

4.19 A Statement of Reasons (SoR) has been prepared which sets out the reasons for promoting the Orders and delivering the Scheme and explains the need for the CPO and other orders to enable land and any other interest in the land that is not within the ownership or control of the Council to be acquired to permit the Scheme works to be carried out.

4.20 Although there are elements of the SoR which require updating and finalising to reflect the position as at the date of the making of the Orders the nature of the justification of the Scheme and the use of compulsory purchase and side

roads order powers in relation to the Scheme is clear from the SoR. Although brief summaries are given below of the needs for and justifications of the various orders referred to above, the full justification is set out in the SoR including detail of the highways considerations and the alignment of the Scheme with national and local policy. Members should therefore have regard to the SoR attached as an appendix as a whole in considering whether the powers available to the Council and delegated to it by National Highways or (potentially) the Secretary of State should be exercised for the purpose of making orders in relation to the Scheme.

- 4.21 All of these Orders are in draft form and are subject to amendment in order to make technical adjustments or to accommodate changes to the Scheme that may be required through the determination of the section 73 planning application and / or further discussions with National Highways, for example in the event that additional landscaping was required by the Local Planning Authority then additional land take would be required. The Orders will not therefore be made until the section 73 planning application has been determined.
- 4.22 To give the necessary flexibility to progress the Scheme in an efficient and timely manner a delegation is sought to the Director (of Neighbourhood and Regulatory Services ("the Director")) in consultation with the Director of Legal, Governance and HR to make necessary changes prior to publication of the Orders and during the process of seeking their confirmation.

The need and justification of the CPO

- 4.23 The purpose of seeking to acquire land and new rights compulsorily is to enable the Scheme to be constructed. The CPO would enable the Council to meet its statutory purposes and strategic highway objectives within the shortest realistic timescale in the most appropriate way.
- 4.24 The Council recognises that a CPO for the Scheme can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests in land and the creation of new rights sought to be acquired. A compelling case exists here as set out at section 6 of the SoR. A CPO is necessary and justifiable in the public interest.
- 4.25 The Council would be making the CPO to secure the outstanding interests and new rights required to enable implementation of the Scheme, which is necessary to achieve its objectives for the area. The Council has held or intends to continue to hold discussions with the owners of relevant interests in an attempt to reach agreement, but the CPO remains necessary to ensure that the Scheme can proceed and to secure those parcels of land and interests in unknown ownership.

The need and justification of the Side Road Orders (SROs)

- 4.26 The purpose of the SROs is to maintain access to all land and property directly affected by the Scheme and to make necessary changes to the highway network. In order to build the new road, it is necessary to improve, or stop up, existing highways and construct new highways to link into the new road. It will also be necessary to stop up some existing private means of access to land or premises and to replace those where necessary with new means of access. To enable it to carry out those works the Council is promoting the SROs.
- 4.27 The Council recognises that the SROs for the Scheme can only be made if there is a compelling case in the public interest which justifies the acquisition of private rights and interests and the creation of new rights sought to be acquired. A compelling case exists here as set out in section 8 of the SoR.
- 4.28 The SROs are necessary and justifiable in the public interest.

The need and justification for the A19 Slip Roads Order

- 4.29 The proposed highways design incorporates amendments to existing accesses to and from the A19 trunk road and new access to and from the A19 trunk road.
- 4.30 In order to achieve that movement and to meet the requirements of National Highways and the agreed design, the SLRO is necessary. The Slip Roads have been designed to meet the relevant and applicable standards, have been assessed by National Highways and have received the necessary technical approval to be acceptable.
- 4.31 The SLRO will be made by the DfT unless delegation to the Council can be agreed with the DfT.

The need and justification for entering into agreements pursuant to section 6 Highways Act 1980

- 4.32 In order to work on the A19 Trunk Road and to construct the overbridge, the Council will need to sign up to an agreement under section 6 of the Highways Act 1980 with National Highways and potentially also an agreement with the Secretary of State. The section 6 agreement will:
- Allow the Council to pursue the A19 SRO on behalf of National Highways under delegated powers.
 - Allow the Council's contractor to work on the trunk road network; and
 - Set out the maintenance and ownership responsibilities for the overbridge and associated infrastructure connecting the A19 with the new bypass.

A commuted sum may be required by National Highways in respect of the ongoing maintenance of the overbridge and associated infrastructure to

deliver the grade separated junction. Negotiations are ongoing with National Highways. In the event that a commuted sum is agreed to be required it is considered that the Council's approved borrowing will not need to be further increased to take into account such additional costs.

4.33 The current estimated programme for delivery of the Scheme is as follows:

January / February 2026	Determination of Planning Application
Spring 2026	Orders made and published
Spring 2026 / Winter 2026	Statutory Objection period and possible Public Inquiry
Winter 2026	Secretary of State's decision
Spring 2027	General Vesting Declaration

4.34 As noted above where objections are received and not withdrawn then a Public Inquiry will be required. It is estimated that such an inquiry would be held within 6-9 months from the date of submission of the Orders to the Secretary of State. The Council will, in accordance with Guidance, continue to seek to reach agreement with landowners wherever practicable but requires the certainty of land acquisition afforded by the compulsory purchase process if the Scheme is to be delivered.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	<p>The final amount of consideration or compensation that may have to be paid to landowners is not yet known as it has not been possible to reach agreement. If agreement cannot be reached, then ultimately the Lands Chamber is the arbiter of compensation. It will have regard to what is known as the Compensation Code, a body of statute and case law, and to valuation expertise. As with any litigation there is inherently an element of risk and uncertainty as to the outcome.</p> <p>The CPO may not be confirmed by the Secretary of State. However, even if there are objections lodged it is considered that the Scheme is in accordance with national and local policies and that the case for compulsory acquisition is robust.</p>
FINANCIAL CONSIDERATIONS	<p>Financial Overview of the Scheme</p> <p>The financial position in relation to this Scheme was considered by the Full Council in December 2018 and again in Finance and Policy Committee on 14th March 2022. The 2022 report provided a</p>

	comprehensive assessment of the financial considerations at the time reflecting the economic climate, a revised profile of expenditure in relation to the Scheme and assessment of risk factors including interest rate changes, housing growth delays and CPO delays. The total Scheme costs were set out to be £24,497,000 with an upper estimate taking into account additional inflation and risk of £26,094,000. The Scheme is still considered to be deliverable within the financial margins and funding set out in the aforementioned report.
SUBSIDY CONTROL	No issues arising
LEGAL CONSIDERATIONS	<p>The Highways Act 1980</p> <p>The CPO is to be made pursuant to the powers set out in the recommendations in this report and more fully addressed in the SoR.</p> <p>The relevant provisions of the Highways Act 1980 include:</p> <ul style="list-style-type: none"> • Section 239 enables a highway authority to acquire land required for the construction and improvement of a highway. • Section 240 relates to the carrying out of works authorised under a SRO, and use of land as working space and the diversion of watercourses. • Section 246 relates to mitigation of adverse effects of the existence or use of a scheme. • Section 249 contains distance limits from the highway applicable to certain land acquisition powers. • Section 250 provides for acquisition of rights including new rights. • Section 260 relates to land acquired by agreement and included in a CPO over-riding restrictive covenants or other third-party rights. • Sections 14 and 125 confer powers on the Council as highway authority to make side roads orders, including authorising the stopping up of private means of access; and • Section 110 confers power on the Council as highway authority to divert a non-navigable watercourse in connection with the construction, improvement or alteration of a highway; no further orders are required in the exercise of this power.

	<p>The Highways Act 1980 contains similar powers for National Highways in relation to trunk roads. Section 6 of the Highways Act 1980 contains powers for National Highways to authorise the Council to exercise the powers of National Highways in relation to trunk roads and empowers the Council to exercise such powers were authorised to do so.</p> <p>Circular 2/97 states that it is the Secretary of State's practice not to confirm a Compulsory Purchase Order until he is satisfied that planning permission for the Scheme, to which the Order relates, has been granted. It is therefore not intended to make the Orders until such time as the section 73 planning permission for the Scheme has been granted.</p> <p>The legal considerations that the Council must take into account are set out in this report and in the SoR.</p> <p>Human Rights</p> <p>The Council has addressed the implications arising from the Scheme in respect of the Human Rights Act 1998 in Section 14 of the SoR. The Human Rights Act 1998 incorporated the European Convention on Human Rights (the "Convention") into domestic law. The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of the individual.</p> <p>The European Court of Human Rights has recognised that "regard must be had to the fair balance that has to be struck between competing interests of the individual and of the community". Both public and private interests are to be considered in the exercise of the Council's powers and duties as a local authority. Any interference with a Convention right must be necessary and proportionate.</p> <p>In resolving to make the Orders, the Council has carefully considered the rights of property owners under the Convention against the wider public interest. The Scheme will deliver significant benefits to Hartlepool including to the growth of the Borough in accordance with Local Plan objectives, benefits to the local and strategic road networks, including road safety benefits, and the removal of through traffic from the village of Elwick.</p> <p>Any interference with Convention rights, such as they may be, is considered to be justified and proportionate in order to secure the benefits that the Scheme will bring. All parties whose rights under</p>
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	<p>Article 8 of the Convention and under Article 1 of the First Protocol thereto are both entitled to object to the Orders and be heard at a public inquiry or hearing in accordance with their Article 6 Convention rights, and those entitled to claim compensation are also entitled to appropriate compensation under the relevant statutory provisions.</p> <p>In light of the significant public benefit which would arise from the implementation of the Scheme the Council has therefore concluded that it would be appropriate to make the Orders. It does not regard the Orders as constituting any unlawful interference with individual property rights.</p>
SINGLE IMPACT ASSESSMENT	Attached in Appendix E
STAFF CONSIDERATIONS	No issues arising.
ASSET MANAGEMENT CONSIDERATIONS	As set out within the report
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	<p>Environment, Sustainability and Climate Change considerations relating to the Scheme have been considered during the preparation of the 2018 Hartlepool Local Plan particular in preparing policy LS1 (Locational Strategy) and policy INF2 (Improving Connectivity in Hartlepool) along with undertaking significant assessments via the sustainability appraisal. Environment, sustainability and Climate Change considerations were also considered in determining the 2024 planning permission and will be subject to further scrutiny as part of the determination of the section 73 planning application now submitted for the Scheme. With regards to the CPO process there are no specific environment, sustainability and climate change considerations identified at this stage.</p>
CONSULTATION	<p>The Scheme has been the subject of extensive consultation both formal and informal as set out above. In particular the Scheme was consulted upon as part of the 2018 Local Plan process and the 2024 planning permission. Additional consultation will be undertaken as part of the section 73 planning application. There has also been informal consultation throughout the development of the</p>

	<p>Scheme via leafleting, press releases and online announcements. Affected landowners have been contacted via their agents.</p> <p>In the context of the CPO the Council will continue to engage with Parish Council's and local residents groups to update them on the Scheme in more detail in due course.</p>
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6. RECOMMENDATIONS

- 6.1 That Neighbourhoods and Regulatory Services Committee requests that Full Council:
- 6.2 Approves the Council entering into an agreement with National Highways pursuant to Section 6 of the Highways Act 1980 ("the Section 6 Agreement") relating to highway works at the A19 / Elwick Road / North Lane junction and the exercise by the Council of all National Highways' powers in respect of the making, publishing and seeking confirmation of the A19 SRO and taking all other related steps necessary to give effect to paragraphs 14.2 and 14.3 below, with delegated authority given to the Director (including any acting Director) of Neighbourhood Services ("the Director") in consultation with the Director of Legal, Governance and HR to reach agreement with National Highways as to the form of such an agreement which shall generally be in accordance with the draft attached as an appendix and with delegated authority to the Director in consultation with the Director of Legal, Governance and HR to agree a commuted sum with National Highways if so required provided that agreement to pay such a commuted sum does not result in any prudential borrowing beyond that already approved by the Council in respect of the Scheme.
- 6.3 Approves the Council (both for itself and in exercise of the powers of National Highways delegated pursuant to the Section 6 Agreement) exercising powers under Sections 14, 125, 239, 240, 246, 250 and 260 of the Highways Act 1980, the Acquisition of Land Act 1981 and all other enabling powers to secure the compulsory acquisition of and otherwise deal with all land and rights and interests in and affecting land necessary to construct the Scheme.
- 6.4 Without prejudice to the generality of the approval at paragraph 14.1 above, authorises the Director of Legal, Governance and HR (both for the Council itself and in exercise of the powers of National Highways delegated pursuant to the Section 6 Agreement as relevant) to make:
- 6.4.1 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Compulsory Purchase Order 2023 ("the CPO") under sections 239, 240, 246, 249,

250 and 260 of the Highways Act 1980, the Acquisition of Land Act 1981 and all other enabling powers, as per the details contained in this report and generally in the form set out in an attached appendix to this report to secure the compulsory acquisition of interests in land and new rights shown on the plans attached as an appendix (the CPO and associated plans being subject to any final amendments the Director considers necessary); and

- 6.4.2 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link)(Classified Roads) Side Roads Order 2023 ("the SRO") under sections 14 and 125 of the Highways Act 1980 and all other enabling powers, as per the details set out in this report and generally in the forms set out as an appendix (subject to any final amendments the Director considers necessary);
- 6.4.3 The Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Side Roads Order 2023 ("the A19 SRO") under sections 14 and 125 of the Highways Act 1980 and all other enabling powers, as per the details set out in this report and generally in the forms set out as an appendix (subject to any final amendments the Director and National Highways considers necessary);
- 6.4.4 the CPO and SROs being collectively referred to as "the Orders".
- 6.5 Approves the Council entering into an agreement with the Secretary of State for Transport ("SSfT") and / or the Department for Transport ("DfT") to receive authority or delegation of powers to enable the Council to promote a Slip Roads Order or Orders to be made by the SSfT under sections 10 and 41 of the Highways Act 1980 through to confirmation, including preparation and representations at any Public Inquiry and the exercising of those powers if and when authorised or delegated; or whether or not a delegation is obtained pursuant to this paragraph the Council liaising with and assisting the SSfT and / or DfT in respect of publication and promotion of a Slip Roads Order or Orders under Sections 10 and 41 of the Highways Act 1980 in each case for the designation of the new slip roads created as part of the Scheme as trunk roads;
- 6.6 In respect of the Slip Roads Order, as necessary:
 - 6.6.1 authorises the Director to exercise on behalf of the Council any powers of the Secretary of State under section 10 of the Highways Act 1980 delegated pursuant to an agreement as described in paragraph 14.4 above or otherwise to take such steps as may be necessary to liaise with and assist the Secretary of State as described in paragraph above; or
 - 6.6.2 in exercise of the powers of SSfT and/or the DfT delegated pursuant to an agreement described in paragraph 14.4 above authorises the

Director of Legal, Governance and HR to make the Hartlepool Borough Council (A19 / Elwick Road / North Lane and Elwick Northern Bypass / Hartlepool Western Link) Slip Roads Order 2023.

- 6.7 Approves in principle the Statement of Reasons ("SoR") for the above mentioned Orders generally in the form of the draft set out in an appendix and authorises the Director to agree the final version of the SoR, and the final form of the Orders including authority to make, if necessary, any amendments to the Orders referred to in the above paragraphs necessary to secure the compulsory acquisition of all interests in land necessary to construct the Scheme.
- 6.8 Authorises the Director of Legal, Governance and HR to seal the Orders and as necessary the Slip Roads Order in their final form.
- 6.9 Authorises the Director to take all ancillary and necessary steps, including the publication and service of all statutory notices and presentation of the Council's case at Public Inquiry, to proceed with and secure the confirmation of the Orders and as necessary the Slip Roads Order by the Secretary of State, and making of agreements and undertakings with landowners and other affected parties necessary in order to secure the removal of any objections made to the Orders (where such agreements and undertakings are appropriate), and the vesting of the interests in land and new rights in the Council by way of the making of one or more general vesting declarations under the Compulsory Purchase (Vesting Declarations) Act 1981 or the service of Notices to Treat and Notices of Entry under the Compulsory Purchase Act 1965 and to include authority to request confirmation of the final Orders and as necessary the Slip Roads Order with modifications if, in the light of new information, it appears expedient to ensure the confirmation of the Orders and as necessary the Slip Roads Order.
- 6.10 That authority be given to the Director of Legal, Governance and HR to acquire all third-party interests in land and the properties subject to the CPO and as required for the Scheme (whether compulsorily or by agreement).

7. REASONS FOR RECOMMENDATIONS

- 7.1 The Scheme is consistent with the adopted Local Plan. The need for it and the benefits it will bring are widely recognised. The proposal fits well within the applicable policy and is supported at both local and national level.
- 7.2 To ensure the Scheme is progressed expediently and Orders and as necessary the Slip Roads Order can be published at the earliest opportunity enabling the acquisition of land and the proper dealing with rights and encumbrances.
- 7.2 For the reasons set out in the Report and the attached draft Statement of Reasons there are compelling reasons in the public interest for the

exercising of the relevant powers and the making of the Orders referred to in the Recommendations.

8. BACKGROUND PAPERS

- 8.1 Finance and Policy Committee – 14th March 2022 – A19 Grade Separated Junction, Elwick Bypass and Hartlepool Western Link
- 8.2 Report to the Tees Valley Combined Authority Cabinet - 27th July 2018 – Hartlepool Western Growth Corridor.
- 8.3 Finance and Policy Committee – 26th November 2018 – Hartlepool Western Growth Corridor – Funding Strategy
- 8.4 Council - 30th December 2018 - Hartlepool Western Growth Corridor– funding strategy and compulsory purchase order.
- 8.5 Council – 28th September 2017 – Elwick Bypass and Grade Separated Junction – Prudential Borrowing Report.
- 8.6 Finance and Policy Committee – 24th July 2017 – Elwick Bypass and Grade Separated Junction – Prudential Borrowing Report.
- 8.7 Finance and Policy Committee – 13th March 2023 – A19 / Elwick Road / North Lane Junction And Elwick Northern Bypass / Hartlepool Western Link Project Compulsory Purchase Order (CPO), Side Roads Orders (SROs) and Slip Roads Order (SLRO) (The Scheme) Report.

9. CONTACT OFFICERS

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Sign Off:-

Managing Director	Date: 17/11/2025
Director of Finance, IT and Digital	Date: 14/11/2025
Director of Legal, Governance and HR	Date: 18/11/2025

THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY
PURCHASE ORDER 2026

THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) (CLASSIFIED
ROAD) (SIDE ROADS) ORDER 2026

[THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE
JUNCTION AND ELWICK NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) (SIDE
ROADS) ORDER 2026

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

DRAFT STATEMENT OF REASONS

November 2025

[...] indicates text to be updated or added before final publication

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1. **INTRODUCTION**

- 1.1. This document has been prepared on behalf of Hartlepool Borough Council ("the Council") and comprises the Statement of Reasons for the Hartlepool Borough Council (A19, Elwick Road and North Lane Junction, Elwick Northern Bypass and Hartlepool Western Link) Compulsory Purchase Order 2023 ("the CPO") and the Hartlepool Borough Council (A19, Elwick Road and North Lane Junction, Elwick Northern Bypass and Hartlepool Western Link) (Classified Road)(Side Roads) Order 2023 ("the SRO") (together "the HBC Orders").
- 1.2. The HBC Orders were made on [to be inserted] pursuant to the Highways Act 1980, the Road Traffic Regulation Act 1984 and the Acquisition of Land Act 1981 and all other relevant enabling powers. If confirmed by the Secretary of State for Transport ("the Secretary of State") they will facilitate compulsory acquisition of the land and new rights required for new highway and improvements and authorise the necessary stopping up of existing highways and private means of accesses and the creation of new highways and private means of accesses.
- 1.3. The CPO comprises both an Order itemising interests in land and an Order Map identifying the land ("the Order Land").
- 1.4. The Scheme also necessitates the involvement of National Highways and the exercise of their powers on behalf of the Secretary of State, and those directly of the Secretary of State in respect of the A19 trunk road and this document has been prepared under delegated powers and comprises the Statement of Reasons for the Hartlepool Borough Council (A19, Elwick Road and North Lane Junction, Elwick Northern Bypass and Hartlepool Western Link)(Side Roads) Order 2023 ("the A19 SRO"). Section 2 of this Statement of Reasons provides further detail in respect of the relationship with National Highways and their powers.
- 1.5. Together the HBC Orders and the A19 SRO are "the Orders".
- 1.6. The HBC Orders and the A19 SRO have been made pursuant to the Council's resolutions of 13 March 2023 and [] and delegated authority thereunder and thereafter submitted to the Secretary of State for confirmation.
- 1.7. Rule 7 of the Compulsory Purchase (Inquiries Procedure) Rules 2007 and Rule 16 of the Highways (Inquiries Procedure) Rules 1994 will apply and will require the Council to serve a statement of case should an inquiry be called.
- 1.8. This Statement has been prepared to support the Orders by describing the objectives and purpose of the proposals for the new grade separated A19, Elwick Road and North Lane junction and the Elwick Northern Bypass/Hartlepool Western Link ("the Scheme"). The main elements of the Scheme include an overbridge ("the Junction") and a single carriageway Bypass/Link ("the Bypass/Link") connecting the existing A19 to Elwick Road.
- 1.9. Section 3 of the Statement describes the aims and purposes of the Scheme. The Council seeks to assemble in its ownership land and interests and new rights included in the CPO to facilitate and enable the construction of the Scheme. The Council also seeks to stop up private means of access adjoining or adjacent to the Scheme and to provide new access to any such properties. This is required to

improve highway functionality and road safety; to improve access and connectivity between the A19 and Hartlepool; to facilitate delivery of new homes and related development of social and community infrastructure in identified development areas in Hartlepool; and to improve road safety and the environment of the village of Elwick by removing through traffic. There is planning policy support in the adopted development plan for the Scheme and the wider regeneration proposals.

- 1.10. Section 4 of this Statement sets out the powers under which the Orders have been made
 - 1.10.1. The CPO has been made under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 ("the 1980 Act") and of the Acquisition of Land Act 1981 and would, if confirmed by the Secretary of State for Transport, enable the Council, as acquiring authority, to acquire interests in land and rights compulsorily for the construction of the Scheme. The confirmation of the CPO will enable the Council to acquire the land and rights necessary for the construction and maintenance of the Scheme and ensure the necessary improvements are made to the local highway network and appropriate mitigation provided.
 - 1.10.2. The SRO and the A19 SRO have been made under sections 14, 16 and 125 of the 1980 Act. Section 125 of the 1980 Act provides that any order made by the Council under section 14 may authorise the Council to stop up private means of access adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by such order; and to provide new private means of access to any such premises. The SROs, if confirmed by the Secretary of State for Transport, provide for the stopping up and improvement, raising, lowering, diverting or otherwise of highways which connect with the Scheme, for the construction of new highways, the stopping up of private means of access to land, the provision of new means of access to land and other associated works, including alterations to Public Rights of Way. The SROs, if confirmed, would thereby enable the construction of the Scheme and other necessary and associated works.
- 1.11. If a CPO is to be justified it is necessary to demonstrate that there is a compelling case in the public interest. The Council considers that such compelling case exists. In coming to that view the Council has expressly had regard to the "Guidance on the Compulsory Purchase Process " ("the Guidance"), and in particular has taken into consideration the following paragraphs of the Guidance:
 - 1.11.1. CPOs are an important tool to use as a means of assembling the land needed to help deliver social, environmental and economic change and used properly contribute towards effective and efficient urban and rural regeneration, essential infrastructure, the revitalisation of communities and the promotion of business - leading to improvements in the quality of life. (Paragraph 1)
 - 1.11.2. It should be expedient to make a CPO and there should be a compelling case in the public interest (Paragraphs 2 and 12). Notwithstanding that compulsory acquisition is intended as a last resort if an acquiring authority waits for negotiations to break down before starting the process, valuable

time may be lost and initiating formal procedures can encourage those whose land is affected to enter more readily into meaningful negotiations. (Paragraph 2)

- 1.11.3. The purposes for which a CPO is made should justify interference with the human rights of those with interests in land affected. (Paragraphs 2 and 12).
- 1.11.4. It should be demonstrated that the acquiring authority has taken reasonable steps to acquire all of the land and rights required by agreement, except where land ownership is unknown or in question. (Paragraph 2 and 16). It must also be demonstrated that the acquiring authority has taken reasonable steps to understand the impact of the exercise of the CPO on the affected owners and occupiers and has considered and put in place any mitigation measures against such identified impacts.
- 1.11.5. An acquiring authority should provide substantive information about the sources of funding available for acquisition of land and implementation of the scheme. (Paragraph 14).
- 1.11.6. The confirming authority must take a balanced view between the public and private interests considering each case on its own merits. An acquiring authority must have clear proposals for the use of the land sought to be acquired compulsorily and must demonstrate that all necessary resources to achieve such objective are likely to be available within a reasonable timescale. (Paragraph 13).
- 1.11.7. The confirming authority will also need to be satisfied that the interests of those effected by the CPO have been considered and will have regards to any mitigation offered by the acquiring authority when considering the impact of the exercise of the CPO on affected parties. (Paragraph 13)
- 1.11.8. It should also be shown that the Scheme is unlikely to be frustrated by any legal or physical impediments. (Paragraph 15).
- 1.12. The Council has given careful consideration to the reasons for the CPO and is satisfied that the Guidance has been complied with and its requirements met, including that
 - 1.12.1. There is certainty as to the purposes the CPO is to be used for, namely for the Scheme and that the new highway to be constructed will become highway maintainable at the public expense.
 - 1.12.2. The Council has undertaken conceptual and feasibility work in relation to the Scheme. It has also progressed design work in conjunction with National Highways. Planning permission for the Scheme was granted by the Council as Local Planning Authority on 18 January 2024 under reference H/2023/0057, which was subsequently amended by way of an application made pursuant to section 73 of the 1990 Act. Planning Permission was granted by the Council as Local Planning Authority on [] 2025 under reference H/2025/0363 ("the Planning Permission"). The Planning Permission establishes the road alignment and land-take

requirements for the Scheme. This includes junctions, overbridge, carriageway, verge, underpasses, landscaping, and drainage. The Scheme has been designed in accordance with relevant planning and highways standards. The land-take required therefore reflects the necessity of meeting the required highway design standards.

- 1.12.3. There is well-established planning policy support for the Scheme. The relationship with housing development to be facilitated by the Scheme is well-established. The Scheme is clearly required as infrastructure necessary to unlock the delivery of housing. The Scheme will also provide strategic and local highway network benefits. It will remove through traffic from the village of Elwick with concomitant amenity and environmental benefits.
- 1.12.4. The Council has contacted affected owners and occupiers for the purpose of discussing appropriate terms for acquisition of interests and payment of compensation. Appropriate terms have been concluded with one of the landowners and discussions are ongoing with the others. The Council has made efforts to notify and engage with all parties whose interests the Council needs to acquire for the Scheme. There are a small number of unregistered interests in unknown ownership that the Council seeks to acquire (as more particularly stated in the schedule to the CPO) and the requisite notices will be placed on the relevant Order Land in respect of these interests once the CPO has been made. The CPO will also be used to acquire all mines and minerals interests. It is readily apparent, that if implementation of the Scheme is to be achieved within a realistic timescale, combined with the presence of unregistered interests in unknown ownership and the need to acquire minerals interests, that compulsory purchase powers must be employed. The Guidance advises that it is often sensible for the formal CPO process to be initiated in parallel with negotiations to acquire the Order Land. The Council is committed to continuing discussions and negotiations with landowners in parallel with progress of the CPO. This Statement demonstrates that the requirements of that Guidance and the requirements of Highways Circulars 1/97 and 2/97 have been met.
- 1.12.5. There are a small number of statutory undertakers potentially affected by the Scheme (as more particularly stated in the schedule to the CPO) and the Council has been in contact with them. The Scheme is not expected to impact the statutory undertakers until approximately 12 months after the Scheme has been implemented. Appropriate protective provisions will be in place in due course and before works impacting the apparatus are commenced.
- 1.12.6. The necessary resources are, or will be, in place to ensure delivery of the Scheme within a reasonable timescale as set out below.
- 1.12.7. The Scheme is not likely to be frustrated by any legal or physical impediments. The position regarding planning application and planning permission is as set out above. Together with the Orders hereby sought all necessary consents will be in place to authorise development and use of the Scheme.

- 1.12.8. The Council has an agreement in place with National Highways pursuant to section 6 of the Highways Act 1980 for the delivery of the A19/Elwick Road/Coal Lane Junction improvements.
- 1.12.9. Provision will be made for agreement with the DfT for associated works pursuant to section 10 of the Highways Act 1980 to ensure the relevant parts of the new Junction become trunk road.
- 1.13. The Council considers that, taking into account the foregoing, there is a compelling case in the public interest that justifies the interference with private interests in land. The Council has therefore made the CPO to secure all interests required in order to deliver the Scheme.

2. NATIONAL HIGHWAYS

- 2.1. The Scheme requires alterations to the existing A19 trunk road network and the provision of a new junction to the A19 trunk road network, which is the joint responsibility of National Highways, as well as alterations to and the provision of new roads falling within the authority of the Council as Highway Authority. It has been agreed that the Council will deliver the Junction on behalf of National Highways and that upon completion of the overbridge, ownership of the structure will vest in National Highways who will be responsible for its management and maintenance as part of the A19 trunk road network while the responsibility for the maintenance of the road surface (in respect of those parts of the Junction not comprising a trunk road) will remain with the Council.
- 2.2. The design of the Junction has been developed and designed by the Council and National Highways has given its technical approval to that design.
- 2.3. The Council is in discussions with National Highways as to the extent of the Scheme to become trunk road and a section 10 order will be made by the Secretary of State for Transport following implementation of the Scheme to ensure the relevant parts of the Junction become trunk road.
- 2.4. National Highways are the highway authority for the A19 Junction elements of the Scheme and will retain ownership and maintenance obligations in respect of the overbridge (excluding the surface of that section of the road that will not be subject to the section 10 order).
- 2.5. [The Council has entered into an agreement pursuant to section 6 of the 1980 Act with National Highways ("the S6 Agreement") by which the relevant powers have been delegated to the Council as is necessary to promote the Scheme the subject of the Orders.]

3. THE SCHEME

- 3.1. The Scheme is located on the A19 between the A179 Sheraton Interchange and the A689 Wolviston Interchange. The Junction is approximately 6km west of the main conurbation of Hartlepool and the proposed Bypass/Link lies to the north west of the village of Elwick where it meets the Junction, extending to the east north east of Elwick Village until it joins the existing Elwick Road at the northern end of what is

known as Devil's Elbow (being a double bend in Elwick Road to the east of Elwick Village where Elwick Road crosses Dalton Beck).

- 3.2. The A19 runs through the west of Hartlepool Borough and forms part of the Strategic Road Network under the control of National Highways. The road provides a key strategic north-south link, connecting Hartlepool to the rest of the region and to the wider road network. Within the vicinity of the site, the A19 is a dual-carriageway with two lanes in either direction and is subject to the national speed limit.
- 3.3. A plan showing the relevant part of the A19 is attached as an appendix.
- 3.4. There are currently two main junctions on the A19 linking to Hartlepool:
 - 3.4.1. The A19 / A179 / B1280 Junction ("Sheraton Interchange") to the north of Elwick is a compact grade-separated signal-controlled junction which has been improved and reconfigured to accommodate traffic-signal control to relieve queuing back on the slip roads to the mainline carriageway of the A19.
 - 3.4.2. The A19 / A689 Junction ("Wolviston Interchange") to the South of Elwick is a grade-separated signal-controlled junction which was improved in 2014 and reconfigured to accommodate traffic-signal control, to relieve queuing back on the northbound slip road to the mainline carriageway of the A19.
- 3.5. Elwick Village was previously served by two smaller junctions, crossing over the A19 at grade. For reasons of safety in 2019, the central reserve of the A19 was stopped up to prevent right-turn movements to and from the mainline carriageway of the A19. The position is therefore now as follows.
 - 3.5.1. The A19 / North Lane Junction is an at-grade priority-controlled junction between the A19 and North Lane. The junction is located to the north of Elwick village. Following the 2019 central reserve closure the junction currently operates as a left-in / left-out priority junction with appropriate deceleration and acceleration lanes.
 - 3.5.2. The A19 / Coal Lane / Elwick Road Junction is an at-grade priority-controlled junction between the A19, Coal Lane and Elwick Road. The junction is located to the south of Elwick village. Following the 2019 central reserve closure the junction operates as a left-in / left-out priority junction with appropriate deceleration and acceleration lanes.
- 3.6. At present Hartlepool is highly reliant on the A689 and the A179 to provide access from the A19 into the main conurbation of Hartlepool. The current reliance on the A689 and A179 routes has seen noticeable increases in traffic congestion over the past 10-15 years. The A19 dual carriageway is oriented north-south through the two at-grade junctions for Elwick. The speed limit is 70 mph. The annual average daily flow (AADF) of traffic for this section of the A19 was 52,526 in 2015 (Outline Business Case, Fore Consulting).
- 3.7. The local road network includes the following:

- 3.7.1. In respect of the A19 / North Lane junction, heading south-eastwards from the A19, North Lane runs through Elwick Village where it joins Elwick Road as an at grade priority-controlled junction.
- 3.7.2. Heading eastwards from the A19, Elwick Road runs through Elwick Village where the speed limit was reduced to 20mph in 2013. There is intermittent footway provision within the centre of the village, with wide grass verges for the remainder of the route. North Lane has footway provision on at least one side for its entire length.
- 3.7.3. Travelling further eastwards from Elwick towards the main conurbation of Hartlepool, Elwick Road is rural in character and subject to the national speed limit. There are no footways or street lighting provided on either side of the road.
- 3.7.4. Elwick Road meets School Lane and Dalton Piercy Road approximately 1.9km to the east of Elwick Village at a priority-controlled crossroads junction.
- 3.7.5. School Lane is a narrow, single-carriageway road, subject to the national speed limit. It runs northwards from Elwick Road to the A179.
- 3.7.6. Dalton Piercy Road runs southwards from Elwick Road, providing access to the village of Dalton Piercy and to the A19 at an at-grade priority-controlled junction. There are no footways present on either side of the road for the majority of its length.
- 3.7.7. Travelling further east, the speed limit on Elwick Road reduces from national speed limit to 30mph upon entry to the built-up area of Hartlepool. The road has a typical carriageway width of 6.0m, although local widening is provided to accommodate for ghost-island priority-controlled junctions with Kielder Road and Cairnston Road. There is a footway on the southern side of Elwick Road, commencing at the gated access to High Tunstall Farm and extending eastwards towards High Tunstall College of Science, and on the northern side from the junction with Woodhouse Lane. There are bus stops located on both sides of Elwick Road and regular street lighting is present.

3.8. A plan showing the existing highway layout is attached as an appendix.

- 3.9. Safety concerns have been ongoing in respect of at-grade junctions on the A19 for a number of years. Road marking and traffic sign improvements were undertaken in 2008. Despite efforts to improve the safety record baseline, the at-grade staggered junctions west of Elwick have a poor safety record including fatal accidents.
- 3.10. More recently in 2019 central reserve gap closures were effected on the A19 at Elwick Road, North Road and at Dalton Piercy junctions; such gap closures being undertaken in the context that the Junction and the Bypass/Link were proposed. The gap closures were integral to the planning of the Scheme and were necessary to enable the junction improvements and new link to be delivered as designed.

- 3.11. Any safety benefits that have been achieved through past and more recent improvements are considered likely to be eroded through intensification of use of the junctions as a consequence of increased traffic volumes.
- 3.12. As a result of the safety concerns and poor connectivity into the conurbation of Hartlepool, in allocating key housing sites, the adopted Hartlepool Local Plan ("Local Plan") required as a matter of policy and in consultation with National Highways, a new grade separated junction at this location. National Highways furthermore submitted holding objections to the planning applications in respect of allocated sites HSG5a and HSG7, such holding objections only being lifted with the imposition of planning conditions linked to the gap closures and, in respect of HSG7, the delivery of the Scheme.
- 3.13. An option appraisal was undertaken of both principal elements of the Scheme, i.e. the Junction and Bypass/Link respectively. Five junction options were identified, each of which included a compact grade separated junction. Four Bypass/Link options were identified. The EAST assessment tool was used to assess the options against Scheme objectives including potential to provide additional capacity and to address the known safety concerns. Subsequently sensitivity assessments have also been carried out. The Scheme was identified as the preferred option having taken into account issues in respect of the land take, access issue for existing landowners, land levels, and highways safety issues.
- 3.14. Thereafter a full Transport Assessment was carried out examining the baseline conditions on the local transport network, considering relevant national and local transport policy and assessing Scheme impacts. The Transport Assessment concluded that: the Scheme accords with both national and local transport policy; is designed appropriately to meet predicted future traffic forecasts; provides appropriate junction functionality; will deliver capacity benefits across the network as a result of traffic reassignment; and contains acceptable merge and diverge layouts.
- 3.15. The Scheme would replace the two existing junctions and comprises a new bypass to the north of Elwick Village and a new grade separated junction at the A19 at the northern Elwick access point. It comprises a new grade separated junction on the A19 northern access, introducing the opportunity to cross the A19 safely via the overbridge, and a northern bypass of the village of Elwick. The proposals have been developed in line with the guidance provided by National Highways under the Design Manual for Roads and Bridges (DMRB).
- 3.16. The Scheme will take significant volumes of traffic out of the village of Elwick, making it a safer environment for its residents. It will also provide a safe and effective third access point from the A19 into and out of Hartlepool.
- 3.17. A plan showing the proposed Scheme layout is attached as an appendix.**
- 3.18. The length of the Bypass/Link is approximately 1.5km from the A19 junction to the eastern roundabout, with the link from the 5 arm roundabout adjacent to the A19 to the left slip off on the north bound side of the A19 being approximately 0.8km. From the eastern end, the proposed new junction on Elwick Road will remove significant amounts of traffic movements around the local highway turning known as "Devil's Elbow" as it is anticipated that the existing Elwick Road route will largely be used by village traffic only once the Bypass is open to public use. The proposed route has

been aligned so as to minimise impact on the adjacent agricultural land and loops round to the northern access on the A19 at Elwick.

- 3.19. The road will be 7.3m wide plus 1m rumble strip either side, with a combined width of 9.3m. No kerbs are proposed, but there will be stone filter drains alongside the carriageway. Construction materials include bridge concrete abutments and steel beams, clay embankments with underpasses and culverts formed of corrugated steel and pre-fabricated concrete.
- 3.20. In addition to the new grade-separated interchange and bypass, the improvement measures also include the following elements:
- The provision of:
 - A Type A Taper Diverge northbound off-slip which provides access to Elwick Bypass from the northbound carriageway of the A19.
 - A Type B Parallel Merge northbound on-slip which provides access to the northbound carriageway of the A19 from the Elwick Bypass.
 - The closure of the A19 / Elwick Village Road (Church Bank) left-in / left-out at-grade priority junction, with access to the A19 prohibited in respect of vehicular access while retaining the existing non-vehicular access. This is to be secured by way of the SRO stopping up all access and granting new non-vehicular access across part of Church Bank.
 - The stopping up of the A19 / Coal Lane left-out at-grade priority junction, with access to the A19 prohibited, but with retention of the left-in junction.
 - The reconfiguration of the A19 / North Lane left-in / left-out at-grade priority junction and realignment of North Lane to provide access to a new five-arm roundabout to the north of Elwick Village.
 - The retention of the existing acceleration and deceleration lanes at the A19 / North Lane at-grade left-in / left-out junction.
 - The realignment of North Lane from Elwick Village to tie into a new five-arm roundabout to the north-west of Elwick Village.
 - The provision of a new five-arm roundabout to the north-west of Elwick Village and east of the grade-separated interchange. The roundabout has been designed with an ICD of 50m and features flared two-lane entries on all approaches to the roundabout.
 - The provision of a new four-arm roundabout to the north east of Elwick Village. The roundabout connects the proposed bypass with Elwick Road (eastbound towards Hartlepool) and southbound (towards the village of Elwick) and has been designed with an ICD of 50m and features flared two-lane entries on all approaches to the roundabout.
- 3.21. The Scheme would achieve the following objectives and have the following benefits:

- 3.21.1. Improve the operation of and road safety at the at-grade A19-Elwick junction by construction of a new grade-separated junction and also contribute to wider improvements in road safety and functionality along the A19 corridor.
- 3.21.2. Improve connectivity by creating an additional main junction on the A19 and enhanced link into the main conurbation of Hartlepool and its rural hinterland.
- 3.21.3. Contribute to strategic and local traffic management including by relieving pressure on the existing A179 and A689 routes from the main conurbation to the A19.
- 3.21.4. Improve road safety, bring environmental benefits to and protect the character of Elwick by reducing existing through traffic from the village.
- 3.21.5. Contribute to regeneration and growth in accordance with the key principles and spatial vision in the adopted Hartlepool Local Plan ("the Local Plan") particularly in order to bring forward housing development and associated social infrastructure. The delivery of a key housing allocation at High Tunstall being dependent on the delivery of the Scheme.
- 3.22. As part of a package of measures to address safety concerns on the A19 central reserve closures have already been carried out. The construction of a grade separated junction with overbridge will further improve safety.
- 3.23. The Scheme will also include the following elements:
 - 3.23.1. The proposed alignment of the Scheme crosses four watercourses: Char Beck (part of Greatham Creek Catchment, being a tributary of tidal Tees), Boggle Beck and two unnamed watercourses, with the alignment of Char Beck being diverted along a short stretch as part of the Scheme. The proposed bypass is located within Flood Zone 1. With the designed mitigation however no residual impacts are predicted and the Scheme will have no detrimental impact on water quality, drainage or flood risk.
 - 3.23.2. Surface water attenuation will be provided via attenuation ponds which will be located within the Scheme and will discharge to both Dalton Beck and Char Beck. New culvert with "soft bottoms" will be provided and existing channel width maintained. A new watercourse channel will be created from the proposed attenuation ponds to the west of and parallel with the A19 which will feed into an existing watercourse.
 - 3.23.3. Lighting, road signs and markings will be installed in accordance with the relevant highway standards.
 - 3.23.4. The presence of National Grid overhead lines have been taken into account in the design process and its design guide requirements in respect of clearances has been incorporated into the Scheme design.
 - 3.23.5. There are no current proposed connections into the public sewerage network.

- 3.23.6. Given the nature of the Scheme as a new road and interchange it will not be possible fully to mitigate for the change in landscape character but mitigation as secured through the Planning Permission has been designed to the extent possible and includes:
- 3.23.6.1. an at-grade profile or cutting along the northernmost alignment of the bypass;
 - 3.23.6.2. creation of new habitat areas within remnant, truncated fields to include the provision of species rich grassland, woodland or small scale ponds;
 - 3.23.6.3. new tree planting and the gapping up of existing hedgerows and the planting of new hedgerows to include a greater variety of species;
 - 3.23.6.4. use of wildflower rich native seeds along new road verges, cuttings and embankments;
- 3.23.7. Whilst it is recognised that there will be some limited loss of trees, hedgerows and habitats substantial steps will be taken to mitigate impacts. The Scheme landscape mitigation as secured through the Planning Permission includes new hedgerow planting, new tree screening, "gapping up" of hedgerows to improve habitat connectivity, wildflower rich verge mix planting, and new woodland planting. Best practice will more generally be followed in respect of ecological and habitat mitigation.
- 3.24. In terms of noise impacts, it is anticipated that the benefit of reducing through traffic Elwick Village will reduce the direct incidence of traffic related noise events. Moreover, noise assessments undertaken to date confirm that residential properties will not qualify for noise insulation regulations compensation.
- 3.25. As regards impacts on air quality, it is anticipated that reducing Elwick Village through traffic will provide air quality benefits to residents. The combined effect of the Scheme with residential development, such as at High Tunstall, will be positive in some locations and negative in others. In any event as reflected in the Environmental Impact Assessment submitted pursuant to the planning application the impacts of the Scheme are considered to be acceptable.
- 3.26. The land required for working space will be accommodated within the permanent land take required for the Scheme: the working space required for the Junction will be accommodated within the land take for the overbridge and the working space required for the Bypass/Link will be accommodated within the landscaping mitigation land.
- 3.27. Temporary access arrangements will principally be provided from the existing road network.
- 3.28. A number of new permanent accesses will be created as part of the Scheme as replacement for those necessarily being stopped up or as considered necessary to ensure continued access by landowners to their retained land and as set out below. The existing private means of access and their replacements will be secured through

the SRO and/or the A19 SRO. The SRO will also stop up and divert a small section of public footpath **FP1** where it passes under the new Bypass/Link.

- 3.28.1. The stopping up of the existing A19 / Middleton House Farm private access.
 - 3.28.2. The provision of a new private access from the grade separated interchange to the west of the A19 to facilitate access to Middleton House Farm.
 - 3.28.3. The stopping up of the existing A19/Martindale Farm private access and the adjacent access spur to land north-east of the existing alignment of North Lane.
 - 3.28.4. The provision of a new private access from the re-aligned North Lane to Martindale Farm.
 - 3.28.5. The provision of a new private access from the grade separated interchange to the west of the A19 to facilitate access to High Barns.
 - 3.28.6. The provision of a new private access (to include a field bridge) from the five arm roundabout to the north-west of Elwick Village to facilitate access into the field immediately adjacent to the north of the roundabout.
 - 3.28.7. The provision of a new private access from North Lane to facilitate access into the field immediately adjacent to the east of North Lane to the south of the realigned at-grade A19/North Lane junction.
 - 3.28.8. The provision of a new concrete underpass underneath the Bypass/Link to the east of the five limb roundabout to facilitate access from Martindale Farm to retained land to the north of the Bypass/Link.
 - 3.28.9. The stopping up of the existing field tracks to the north-east of Elwick village and the provision of two pre-cast concrete underpasses creating new private access tracks underneath the alignment of the Bypass / Link.
 - 3.28.10. The stopping up of a field access from the Elwick Road at the far eastern end of the Scheme and the provision of a new private means of access from the eastern-most roundabout into the field immediately to the north of that roundabout.
- 3.29. In respect of the land that is required to provide new private means of access to Middleton House Farm and to Martindale Farm it is proposed to deal with the construction of such accesses by way of the acquisition of rights rather than acquisition of the land.
- 3.30. Oversailing rights across the A19 are also required in respect of construction works associated with the bridge.
- 3.31. Public consultation was undertaken in 2018 including a January 2018 consultation event for three days at Middleton Grange Shopping Centre in the centre of the main conurbation of Hartlepool, staffed at all times by two Council officers; and a February 2018 drop in consultation session at Elwick Parish Hall. Discussions were also

entered into with Elwick Parish Council. Consultation has also been undertaken by the Council as Local Planning Authority in the ordinary course of determining the Planning Permission.

4. **DESCRIPTION OF THE ORDER LANDS**

- 4.1. The Order Land is shown on the CPO Map and comprises approximately [17.85] hectares and is situated on land the majority of which is to the north of Elwick village, which is situated to the west of the main conurbation of Hartlepool but east of the A19 dual carriageway. Some of the Order Land also lies to the South of Elwick village and some lies to the west of the A19 dual carriageway. The affected land is a mixture of pasture and arable grade 3 farmland forming a wide strip crossing a number of different holdings, a farm access, private road and tracks. The land to the east of the A19 is mainly gently undulating but drops away more steeply to a stream near the eastern end. A similar area of farmland on the western side of the A19 is also part of the Order Land, but whilst the land take on the east of the A19 bisects the various holdings, the land on the western side consists of areas adjoining the A19 on the eastern sides of the 2 holdings involved. Field boundaries are mainly fenced but with some hedging. There are no buildings or other structures (apart from fences and in respect of one of the parcels of land a dilapidated stable) on the land.
- 4.2. Full details of the Order Land appear in the Schedule to the CPO, but in summary it includes the acquisition of land and the creation of new rights in respect of land and/or minerals at:
- 4.2.1. Land at High Barns Farm, Elwick, Hartlepool TS27 3HE Title No. CE 170754.
 - 4.2.2. Land at Middleton House Farm, Elwick, Hartlepool TS27 3EN Title No. CE146944.
 - 4.2.3. Land at The Parks, Elwick, Hartlepool Title No. CE219676.
 - 4.2.4. Land on the north side of North Lane, Elwick, Hartlepool Title No. CE261760.
 - 4.2.5. Land at Martindale Farm, Elwick, Hartlepool Title No.s CE41831 and CE144195.
 - 4.2.6. Land at Potters Farm, 9 The Green, Elwick, Hartlepool TS27 3ED Title No. CE154388
 - 4.2.7. Land at North Farm, Elwick, Hartlepool TS27 3ED Title No. CE176982.
 - 4.2.8. Land currently comprising the subsoil along part of Church Bank to the east of its junction with the A19 currently unregistered but once stopped up pursuant to the SRO by the ad medium filum rule will revert to the adjoining landowners (title numbers CE110806 and CE237896).
 - 4.2.9. Land comprising the A19 in the ownership of National Highways and in unknown ownership.

4.2.10. Mines and minerals interests across the extent of the Scheme.

- 4.3. Details of known and unknown interests and rights to be acquired are listed in the Schedule to the CPO. This Schedule has been prepared based upon information gathered through a land referencing exercise comprising inspection of Land Registry title documents, site inspections and enquiries. In addition statutory requisition notices have been used to confirm both ownership and occupation.

5. **ENABLING POWERS**

- 5.1. The Order has been made by the Council pursuant to all relevant powers contained in the Highways Act 1980 namely sections 239 (construction and improvement), 240 (improvement) 246 (mitigation of adverse effects), 250 (rights) and section 260 (clearance of title to land acquired for statutory purposes).
- 5.2. S239 of the 1980 Act provides that a highway authority may acquire land required for the improvement of a highway where works are to be carried out on land outside but adjoining the boundary of an existing highway.
- 5.3. S240 of the 1980 Act provides for acquisition of land in connection with construction or improvement of a highway.
- 5.4. Section 246(1) of the 1980 Act provides the power to acquire land compulsorily outside the proposed boundary of a highway for the purpose of mitigating any adverse effect which the existence or use of highways constructed or improved by them has or will have on the surroundings of those highways. It allows the acquisition of land needed to maintain or improve the environment of areas adjacent to a highway. The Secretary of State's policy is that it is considered desirable that wherever possible section 246(1) land should be included in the same CPO as the land required for the highway itself. Once such land has been acquired, the Highway Authority may make suitable use of it under Section 282 of the 1980 Act which enables the carrying out of works for mitigating the adverse effects which the existence or use of a highway has or will have on the surroundings of the highway. There are express powers to erect physical barriers (such as walls, fences, screens or mounds of earth) alongside roads in order to reduce the effects of traffic noise on people living nearby.
- 5.5. Section 250 of the 1980 Act provides for the compulsory acquisition of rights over land and the creation of new rights. The kind of rights for which these provisions provide for include: the right to lay and maintain drains and associated works; the right to carry out works on watercourses; the right to place and maintain footings or ground anchors in land; the right to reshape or regrade land outside the boundaries of a highway or new proposed highway; the right of access for the construction and maintenance of a retaining wall.
- 5.6. The Council is using its powers of compulsory acquisition because:
- 5.6.1. notwithstanding that negotiations with affected parties have been ongoing for some considerable time, it is not certain that it will be able to acquire by agreement all the land and new rights required; although of course it will continue to negotiate in parallel with the Order process; and

- 5.6.2. the Scheme includes [2] parcels of unregistered land in unknown ownership along with [6] parcels of unregistered mines and minerals interests in unknown ownership where the mines and minerals interests are expressly excluded from the surface ownership which the Council is unable to acquire by agreement
- 5.7. Section 14 of the 1980 Act authorises the Council as the Highway Authority to stop up divert, improve or otherwise deal with a highway that crosses or enters the route of the Junction and/or Bypass/Link.
- 5.8. Section 110 of the 1980 Act further authorises the Council as the Highway Authority to divert an existing non-navigable watercourse in connection with the construction, improvement or alteration of a highway.
- 5.9. Section 125 of the 1980 Act empowers the Council to deal with any private means of access affected by the Junction and/or the Bypass/Link including the provision of a new means of access.
- 5.10. Section 10 of the 1980 Act allows for the Secretary of State to make an order which will ensure that the new road being provided is to become a trunk road and thereafter to be treated as such. The Secretary of State will make a section 10 order following implementation of the Scheme to ensure the relevant parts of the Junction become trunk road.
- 5.11. Section 41 of the 1980 Act applies in respect of the duty it creates for both existing roads and new roads to be constructed to be maintained at public expense, all material powers are given to the Council as set out in the S6 Agreement.
6. **JUSTIFICATION FOR THE CPO**
- 6.1. The Scheme's purposes include improving highway functionality and road safety on the A19 and local highway network, improving connectivity with the A19, relieving pressure on existing routes in Hartlepool, benefitting Elwick Village by reducing through traffic and contributing to regeneration and growth in accordance with key principles and policies of the Local Plan.. The Scheme is integral to bringing forward housing development and associated social infrastructure on allocated sites in the Local Plan.
- 6.2. The purpose of seeking to acquire land compulsorily is to ensure all land and interests on the route of the Scheme can be acquired to facilitate its construction and adoption, which will subsequently support the further development of housing together with the wider highway and environmental outcomes set out above.
- 6.3. The Council is using its powers of compulsory purchase contained in the Highways Act 1980 because acquisition of the land and new rights is required to enable the Scheme to be constructed. The purpose of proposed acquisition is to facilitate the delivery of the Scheme and so in turn contribute to the Council's planning policy objectives within a realistic timescale, including facilitating the delivery of new housing development.
- 6.4. The CPO is required in order to ensure achievement of the Council's policy objectives within a realistic timescale. Although reasonable efforts have been made, and will

continue to be made, to acquire the necessary land and rights by private treaty in order to be able to develop the Scheme and indeed agreement to acquire some of the Order Land has already been secured, it is apparent that the CPO is required to ensure that there is sufficient certainty that it can come forward within a reasonable time period.

- 6.5. Compulsory purchase will enable the construction of the Scheme to take place in a timely fashion in order to derive the public benefits identified herein and the realisation of the Council's planning policy objectives. It is considered that compulsory purchase is not only necessary but also justifiable and that there is a compelling case in the public interest.
- 6.6. The Scheme is clearly in accordance with the adopted Local Plan for the area. It is expressly recognised in Policy LS1, the key strategic Local Plan policy, in the following terms *"the key new element of strategic infrastructure proposed is a bypass to the north of Elwick Village along with a new grade separated junction on the A19 which will create a third high quality and safe access from the A19 into Hartlepool"*. The Local Plan furthermore clearly links the Scheme to the strategic policy and site-specific allocations for new housing forming part of the western extension of Hartlepool. The policies evidence the need for the Scheme to serve the proposed residential developments and establish the policy support for the (partial) funding of the Scheme by way of developer contributions. The policies also evidence the clear public benefits of the Scheme to users of the highway network .
- 6.7. The Scheme will promote and improve the well-being of Hartlepool residents and visitors by unlocking a significant element of housing development that will play a key role in meeting the borough's wider growth targets. It will bring significant benefits to western Hartlepool and the wider area, including facilitating the development of land to deliver new homes that form a key part of the Council's Local Plan Strategy. The Scheme and housing construction programme will also contribute to jobs and economic growth across the borough.
- 6.8. The Scheme will deliver significant direct journey time benefits for people and goods seeking to access the western part of Hartlepool and indirectly produce benefits to road users on other links to the town by reducing congestion. It will create new highway capacity that will reduce the impact of background traffic growth and traffic growth as a result of new housing development on the existing urban area and more specifically on Elwick village.
- 6.9. The purpose of the proposed acquisition is clear. The land to be compulsorily acquired will be required and adopted for highway uses. There is a clearly stated planning policy requirement to bring the Hartlepool western extension housing development forward as set out in the Local Plan and the Scheme is clearly required as the critical infrastructure to realise the full potential of the housing allocations.
- 6.10. The Council has undertaken feasibility testing of options for the Scheme and the extent of land required for its delivery. It is satisfied that the land identified for the Scheme is required having regard to highway standards as specified in Department for Transport's 'Design Manual for Roads & Bridges' (DMRB) and otherwise; and wider spatial planning and policy objectives; and the need to ensure continued access to private agricultural fields both during construction and post-completion of

the Scheme. The route alignment delivers high quality highways infrastructure in accordance with design best practice and all other material considerations.

A19

- 6.11. The Scheme will improve the operation of and road safety at the at-grade A19-Elwick junction by construction of a new grade-separated junction and also contribute to wider improvements in road safety and functionality along the A19 corridor.
- 6.12. The A19 in this location has a relatively poor safety record. In particular, one fatality in June 2014 was the subject of a coroner's report which highlighted the need to address safety issues arising on the A19. The Scheme has evolved in part as a response to that record and those concerns. A first step towards improving safety has been the closure of the central reservation gaps. Those closures have, in turn, enabled the development of the Scheme proposals which, if implemented, will further improve safety by means of provision of the new junction and associated stopping up. Specifically, the Scheme will therefore make the following further improvements.
 - 6.12.1. The closure of the left/out turn from Coal Lane onto the A19 will prevent vehicles joining the A19 at a location where there is an inadequate slip road and visibility splay by current design standards.
 - 6.12.2. The closure of the existing private access onto the A19 will prevent vehicles, and in particular slow moving farm vehicles, joining the A19 at a location where there is an inadequate slip road by current design standards.
 - 6.12.3. The closure of the A19 / Elwick Village Road (Church Bank) left-in / left-out at-grade priority junction, with access to the A19 prohibited will prevent vehicles joining the A19 at a location where there is an inadequate slip road by current design standards.
 - 6.12.4. The introduction of the overbridge also provides a safe right turn option from the A19 northbound to Elwick Village and from Elwick Village to the northbound A19. Motorists are therefore considered to be less likely to take chances and conduct riskier manoeuvres by effecting u-turns at any farm access where the central reserve gaps remains open.
 - 6.12.5. The provision of a third main access route within the borough will reduce the likelihood of vehicles queuing back onto the A19 from the northbound off-slip roads at both the A689 and A179 junctions, which is currently a regular occurrence leading to congestion as through traffic has to move out of Lane 1, and also posing significant safety concerns over the risk of collisions.
- 6.13. Overall journey times to and from the A19 will be significantly improved by provision of a third main access.

Improved connectivity

- 6.14. The Scheme will improve connectivity with the A19 by creating an additional main junction on the A19 and enhanced links to the borough.

- 6.15. It will provide better and more direct access to the west of Hartlepool and in particular to the housing forming a western extension of the main conurbation. However it will also contribute more generally by enhancing accessibility to job opportunities, retail and leisure in the borough.

Relieve pressure on the existing A179 and A689 routes

- 6.16. The Scheme will contribute to strategic and local traffic management including by relieving pressure on the existing A179 and A689 routes in Hartlepool to the A19, providing a more direct link to western Hartlepool, and as a result reducing congestion on the A179 and A689.
- 6.17. Local network modelling indicates that the Scheme is forecast to improve overall network conditions in both AM and PM peaks. This includes generally being forecast to reduce overall network delays and average queuing, particularly as more traffic is present on the network. The Scheme is also forecast to give rise to significant capacity benefits across most time-periods assessed.

Alignment with the Local Plan and contribution to housing development

- 6.18. The Scheme will contribute to regeneration and growth in accordance with the key principles and spatial vision in the adopted Local Plan, particularly in order to bring forward housing development and associated social infrastructure. Central to this is the aim to plan for the people and places of Hartlepool in a sustainable way and to meet the needs of anticipated population growth. The Local Plan seeks to concentrate housing growth in areas adjoining the existing built up area such as High Tunstall and the South West Extension, together with some limited extensions to Elwick and Hart villages. The delivery of key housing allocations at High Tunstall and Quarry Farm (2) are a critical part of Hartlepool's overall planning policy and its plans to meet housing need and demand. In addition the Local Infrastructure Plan recognises the connection between the housing allocation at High Tunstall and the required delivery of the Scheme in order that such allocation and indeed the consented site is to be brought fully forward. The Scheme is a necessary step in this development process by creating the strategic highway capacity and more direct linkage from the A19 to the development sites to enable full construction and occupation of new homes. The Scheme is thus an integral part of the Council's regeneration and housing proposals established in the Local Plan.
- 6.19. The Scheme will facilitate the regeneration and growth of Hartlepool in line with the key principles and spatial vision in the Local Plan by making housing commercially realisable.
- 6.20. The Scheme is in accordance with Local Plan policy. Policy LS1 is the strategic driver underlying the Plan's contents. It expressly identifies the strategic relationship between development and new highways infrastructure, stating that *"the development of Hartlepool will be based on a strategy of balanced urban growth with expansion being concentrated in areas adjoining the existing built up areas and adjacent to areas of strong economic growth but ensuring growth occurs in a controlled way and is delivered alongside local and strategic infrastructure improvements which allow Hartlepool to grow in a sustainable manner. The key new element of strategic infrastructure proposed is a bypass to the north of Elwick Village"*

along with a new grade separated junction on the A19 which will create a third high quality and safe access from the A19 into Hartlepool" (emphasis added).

- 6.21. In order that allocated housing sites are delivered in full it is necessary to effect the improvements contained within the Scheme.
- 6.22. The respective Local Plan housing site policies (HSG5: High Tunstall; HSG5a: Quarry Farm 2; HSG7: Elwick Village; and HSG3(3): Briarfields), included a prohibition on development *"prior to the implementation of the grade separated junction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council."* The Local Infrastructure Plan in turn contains further requirements for financial contributions to the Scheme to be payable in relation to each of the phases of the above allocated sites.
- 6.23. The present position moreover is that the High Tunstall and Quarry Farm 2 sites now benefit from planning permission and in respect to High Tunstall a condition restricting housing numbers pursuant until the Scheme has been delivered. A full planning application for HSG7 Elwick has also been received and it is anticipated that the application will be determined in early 2026. It is therefore necessary to bring forward the necessary highway improvements comprised in the Scheme in order to achieve the strategic objectives of the Local Plan.
- 6.24. The Scheme is also expressly cited in policy INF2: Improving Connectivity in Hartlepool, which further recognises the necessity for improved linkage with the A19 and additionally the relationship between allocated development and highways improvements. It therefore protects the land required for the Scheme and expressly provides that no permanent development will be permitted within land corridors shown on the Policies Map and which includes *"Grade separated junction on A19 (T) at Elwick; improvements and realignment of Elwick Road including bypass north of Elwick village, and realignment of Coal Lane"*.
- 6.25. Other Local Plan policies are relevant to infrastructure quality standards and for example the Scheme aligns with high design standards as required by policies QP3 (Location, Accessibility, Highway Safety and Parking) and QP4 (Layout and Design of Development)

Benefits to Elwick village by removal of through traffic from the village.

- 6.26. The Scheme will minimise the impact that traffic arising from existing and new homes has upon Elwick village by the relocation of through traffic to the new Bypass/Link. It will also deliver improvements to air quality and other environmental parameters in the village improve the quality of life for existing residents.

Delivery

- 6.27. The necessary resources are, or will be, available to achieve delivery of the Scheme within a reasonable timescale, including land acquisition, compensation costs and any blight liability. The Scheme is estimated to cost between £24,497,000 and £26,094,000. Such costs will be recoverable over time through contributions from housing developments and have been secured as planning obligations through s106 legal agreements attached to planning approvals for housing. The Council has approval in principle for capital grant funding of £8,345,000 from Tees Valley

Combined Authority (TVCA). The grant from TCVA includes £1.16m of funds for project development and allows for full draw down of the grant subject to completion of all stages of the Business Case and approval process which will ultimately be contingent on a successful outcome to all relevant statutory procedures. The Council has also resolved to use its ability to access borrowing to fund the gap between outturn scheme costs and available funding and in any case to underwrite all the costs associated with acquiring land should these exceed the available grant and s106 monies.

6.28. Subject to confirmation of the Orders, the Scheme is unlikely to be prevented by any physical or legal impediments to implementation. The Planning Permission clearly sets out the route alignment and land take requirements for all aspects of the Scheme including the junction, overbridge, carriageway, verges, footways, cycleways, crossings, landscaping and drainage that will enable its construction and adoption. The Orders are the only further authorisation required in order to acquire the Order Land and construct the Scheme.

7. **CASE FOR ACQUISITION OF INDIVIDUAL INTERESTS AND RIGHTS**

- 7.1. In accordance with the Governments' Guidance on Compulsory Purchase Process the Council has undertaken efforts to acquire the CPO Land by agreement.
- 7.2. The interests sought to be acquired relate to the following, as further identified in the CPO:
 - 7.2.1. High Barns Farm
 - 7.2.2. Village Farm
 - 7.2.3. Martindale Farm
 - 7.2.4. Potters Farm
 - 7.2.5. North Farm
 - 7.2.6. Middleton House Farm
 - 7.2.7. The Parks
 - 7.2.8. Land currently within the adopted highway at the Church Bank / A19 junction that will be stopped up to vehicular traffic pursuant to the SRO.
 - 7.2.9. Land comprising the A19
- 7.3. Letters were initially sent in August 2017 by the specified case manager Philip Timmins (Principal Estates Surveyor, Hartlepool Borough Council) to the agents for all known landowners identified at the time as being directly affected. Representation was already known to the Council through the evolving Local Plan consultation process.
- 7.4. All the principal landowners have been represented from the outset by agents who are specialists in rural land and compulsory purchase and who have advised their respective clients of their rights, and the Council's duties as the acquiring authority.

The correspondence advised that the Council would wish to acquire the relevant land in accordance with the Compensation Code, with an indicative date for possession being given as March 2018. Respective agents have been appraised of the revised timetable throughout the subsequent process. Negotiations have accordingly been conducted via such representatives through postal and extensive email correspondence, and both virtual and in person meetings at the surveyors' offices, on site and at the Council's offices since the initial letters in 2017. Meetings have also included the landowner claimants on occasion, in order to gain their views directly, and in particular to understand their current business operations and the impact the Scheme will or may have on them.

- 7.5. Whilst the process has been lengthy it has always been the Council's intention to keep delay to an absolute minimum. However, the land acquisition negotiations have been complex and have also taken place against a background of significant change in the rural land market due to the emergence of both renewable energy and biodiversity net gain markets as significant factors.
- 7.6. The Council's engineers have also met and corresponded with some of the landowners directly in relation to accommodation works in order to ensure that the practical impact of the scheme will be mitigated as much as possible. Accommodation works will include underpasses, the re-provision of private means of access and water supplies that will be lost due to the Scheme. The extent of landscaping proposed within the Scheme has evolved through discussions with the landowners and provides suitable visual screening and noise attenuation.
- 7.7. The Council has, when requested to do so, paid ongoing fee costs to the landowners' agents so that landowners have not had to bear these costs until compensation was agreed or determined by the court.
- 7.8. Negotiations have continued since the initial letters were sent to the agents acting for the landowners but at the present time agreement has only been reached with one of the landowners in respect of the land at High Barns Farm and consequently only the surface land at High Barns Farm (the mines and minerals interests are not comprised with the same surface title) has been acquired or is under contract to be acquired by the Council.
- 7.9. None of the landowners have proposed relocating to other premises, and therefore the funding of costs to examine such relocation has never been considered necessary.
- 7.10. Most recently, the Council has written to the owners of the land adjoining the highway to be stopped up at Church Bank. In the absence of acquisition by the Council, that land would revert to those adjoining owners under the legal presumption in the absence of evidence to the contrary, that the adjoining owners own the subsoil of any highway up to and including the halfway line.
- 7.11. None of the mines and minerals interests are separately registered and it has not therefore been possible to contact any such owners that may exist.

8. **JUSTIFICATION FOR THE SRO and the A19 SRO**

- 8.1. The SRO and the A19 SRO, if confirmed, will authorise the Council to improve highways, stop up existing highways and private means of access to properties affected by the Scheme, and to construct new highways and provide new private means of access required as a consequence of the Scheme.
- 8.2. A copy of the SRO Plan and the A19 SRO Plan are appended as an appendix. These plans show the extent to which it is necessary to carry out works to existing highways, stopping up of existing highways, stopping up of private means of accesses, and the provision of new private means of access to premises that are likely to be affected by the Scheme.
- 8.3. The proposed alterations to existing highways and private means of access to premises affected by the Scheme are detailed in the schedules to the SRO and the A19 SRO and shown diagrammatically on the SRO Plans and the A19 SRO Plans.
- 8.4. The SRO and the A19 SRO and the necessary changes to the highways and private means of access to premises affected by the SRO are an integral part of the proposed construction of the Scheme:
 - 8.4.1. The stopping up of existing private means of accesses from the A19 to Middleton House Farm and to Martindale Farm is necessary in the interests of highway safety. Both accesses will be re-provided from the new Bypass / Link and a spur off the re-aligned North Lane ensuring continued safe access to all relevant landowners to their retained land.
 - 8.4.2. The stopping up of the existing Church Bank/A19 junction is required to ensure highway safety; the existing access on to the A19 otherwise conflicting with the new acceleration lane and south bound joining traffic from the Junction.
 - 8.4.3. The stopping up of the existing A19 / Coal Lane left out at-grade priority junction is required to ensure highway safety; the existing access otherwise conflicting with the new deceleration lane and north bound off-slip to the new Junction.
 - 8.4.4. New private means of accesses to landowners are required where the Bypass / Link will sever access to retained land.
- 8.5. The SRO is made in relation to the existing North Road and Elwick Road to be improved and the new Bypass/Link to be constructed.
- 8.6. The A19 SRO is made in relation to the A19 to be improved and in respect of private means of access directly onto the A19 to be stopped up.
- 8.7. The Council is satisfied that where highways (including public rights of way) are to be stopped up, as a consequence of the Scheme, other reasonably convenient routes for those highways will be provided under the Scheme, allowing the Secretary of State for Transport to satisfy himself on that matter under section 14(6) of the Highways Act 1980, in his consideration of the SRO and the A19 SRO.

- 8.8. The Council is also satisfied that where private means of access to premises are to be stopped up under the SRO and the A19 SRO, that it is providing another reasonably convenient means of access to the relevant premises under the Scheme, or that other reasonably convenient means of access to those premises already exist allowing the Secretary of State for Transport to satisfy himself on that matter under section 125(3) of the Highways Act 1980, in his consideration of the SRO and the A19 SRO.
- 8.9. Additionally, where the Scheme severs land, the Council has addressed the need to provide new means of access to severed land where necessary and where not otherwise served by existing means of access to such land.

9. **PLANNING POLICY**

- 9.1. This section identifies relevant national and local planning policies and other material considerations and addresses how the need for the Scheme and its related objectives accord with the requirements of planning policy.
- 9.2. The current National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government in December 2024 and was most recently updated in February 2025. The NPPF sets out how the planning system will contribute to achieving sustainable development. In effect, this means planning is required to perform the following three specific roles:
- An economic role, contributing to building a strong, responsive and competitive economy.
 - A social role, supporting strong, vibrant and healthy communities.
 - An environmental role, protecting and enhancing the natural, built and historic environment.
- 9.3. Of pertinence to the Scheme proposals, the NPPF states at paragraph 111 that planning policies should *"Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development"*.
- 9.4. DfT 'Circular 02/2013: The Strategic Road Network and the Delivery of Sustainable Development'¹ (the Circular) sets out the way in which National Highways will engage with development proposals to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the Strategic Road Network.
- 9.5. The Circular expressly addresses the relationship between development proposals and highway capacity including that *"Where the overall forecast demand at the time of opening of the development can be accommodated by the existing infrastructure, further capacity mitigation will not be sought"* (paragraph 27) and that *"Where appropriate, proposals for the creation of new junctions or direct means of access may be identified and developed at the Plan-making stage in circumstances where it*

¹ The Strategic Road Network and the Delivery of Sustainable Development, Department for Transport, 2013.

can be established that such new infrastructure is essential for the delivery of strategic planned growth." (paragraph 39).

- 9.6. Local Planning Policy is set out in a suite of documents including the following:
- 9.6.1. Hartlepool Local Plan and Local Plan Policies Map
 - 9.6.2. Hartlepool Local Infrastructure Plan
 - 9.6.3. Hartlepool Rural Neighbourhood Plan 2016-2031
 - 9.6.4. High Tunstall Masterplan (Adopted December 2018)
- 9.7. Other relevant plans and strategic documents include:
- 9.7.1. Highways England Strategic and Delivery Plans 2020-2025
 - 9.7.2. Northern Powerhouse: One Agenda, One Economy, One North
 - 9.7.3. Northern Powerhouse Independent Economic Review
 - 9.7.4. Tees Valley Combined Authority Strategic Transport Plan
- 9.8. The Hartlepool Local Plan² was adopted by Hartlepool Borough Council in May 2018. It replaces the saved policies of the 2006 Local Plan. The Local Plan is the key Development Plan Document (DPD) within the Local Development Framework (LDF) and sets out the spatial vision and strategic objectives for the Borough for the period 2016 to 2031.
- 9.9. Local Plan Policies and strategies relevant to the Scheme proposals include the following.

Policy LS1 (Locational Strategy)

- 9.9.1. Policy LS1 is the main Locational Strategy policy for Hartlepool. It recognises that previous reliance on constraining development to the urban area is no longer viable and whilst promoting viable brownfield sites nonetheless allows a westward expansion into greenfield land.
- 9.9.2. In so doing it seeks to concentrate housing growth in areas adjoining the existing built up area such as High Tunstall and the South West Extension, together with expansion at Wynyard and some limited extensions to Elwick and Hart villages.
- 9.9.3. It cross-refers to the Local Infrastructure Plan and recognises the connection between the High Tunstall and Quarry Farm 2 housing allocations and delivery of the Scheme.

² Hartlepool Local Plan, Hartlepool Local Planning Framework, Hartlepool Borough Council, 2018.

- 9.9.4. Policy LS1 is the strategic driver underlying the Plan's contents. It expressly identifies the strategic relationship between development and new highways infrastructure. It states:

"The development of Hartlepool will be based on a strategy of balanced urban growth with expansion being concentrated in areas adjoining the existing built up areas and adjacent to areas of strong economic growth but ensuring growth occurs in a controlled way and is delivered alongside local and strategic infrastructure improvements which allow Hartlepool to grow in a sustainable manner. The key new element of strategic infrastructure proposed is a bypass to the north of Elwick Village along with a new grade separated junction on the A19 which will create a third high quality and safe access from the A19 into Hartlepool." (Emphasis added).

- 9.9.5. Policy LS1 also makes reference to new housing development to be located as shown on the proposals map and including:

- *A south west extension of the town (which benefits from planning permission) of approximately 1250 new dwellings in accordance with policy HSG4.*
- *An extension of the town at High Tunstall of approximately 1200 new dwellings in accordance with policy HSG5.*

- 9.9.6. There are triggers in legal agreements linking payments towards the Scheme to housing delivery. It is therefore necessary to bring forward the necessary highway improvements comprised in the Scheme in order to achieve the strategic objectives of the Local Plan. Further details about the relationship between housing and Scheme are set out below.

Policy INF1: Sustainable Transport Network

- 9.9.7. Policy INF1 primarily addresses sustainable transport networks with an aim to reduce the need to travel. It also lends policy support to the Scheme in stating that a key priority of a sustainable transport network is to *"improve connectivity both within Hartlepool and between Hartlepool and the other parts of the Tees Valley and the wider North East region by improving the quality and reliability of key road and rail links"*.

Policy INF2: Improving Connectivity in Hartlepool

- 9.9.8. Policy INF2 further recognises the linkage between development and highways improvements. It states that planning conditions or legally binding agreements will be used to secure any improvements necessary to the transport network as a result of a development and that financial contributions may be required from developers. Policy QP1 (Planning Obligations) and the Planning Obligations Supplementary Planning Document set out the type of contributions likely to be required.

- 9.9.9. Policy INF2 also expressly provides that no permanent development will be permitted within land corridors shown on the Policies Map that are reserved for the following road and rail schemes:

"Grade separated junction on A19 (T) at Elwick; improvements and realignment of Elwick Road including bypass north of Elwick village, and realignment of Coal Lane;

Other policies relating to infrastructure quality standards

- 9.9.10. New transport infrastructure should also where appropriate conform to high design standards set out in policies QP3 and QP4, protect the natural environment as set out in policy NE1, and link into the Borough Council's green infrastructure network identified in policy NE2 (Green Infrastructure).

Policy HSG5: High Tunstall Strategic Housing Site

- 9.9.11. The High Tunstall site is allocated for approximately 1200 dwellings. The site covers an area of approximately 83.50 hectares as illustrated on the Policies Map. The development will be phased over the plan period.

- 9.9.12. Policy HSG5 states that:

"No development will be permitted prior to the implementation of the grade separated junction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council".

- 9.9.13. The Local Infrastructure Plan gives further detail on the infrastructure requirements linked to the site and states that developer contributions will be secured to repay any loans secured in relation to the Scheme.

- 9.9.14. High Tunstall Masterplan was endorsed by the Council's Regeneration Services Committee on 17 December 2017 and is a material consideration in the determination of planning applications for the High Tunstall site and states as follows:

"Prior to the occupation of any of the dwellings within Phases 2-8 inclusive, the scheme to provide the northern bypass of Elwick Village and the grade separated junction on the A19 at the northern junction with the A19 shall have been completed and be operational to the satisfaction of the Local Planning Authority. This scheme is being developed by Hartlepool Borough Council"

- 9.9.15. Outline planning permission for the High Tunstall site was granted by the Council on 14 March 2019 under reference H/2014/0428 for residential development comprising up to 1200 dwellings of up to two and a half storeys in height and including a new distributor road, local centre, primary school, amenity open space and structure planting. Reserved matters approvals in respect of access, appearance, landscaping, layout and scale for the erection of 162 no. residential dwellings and associated engineering works were granted by the Council on 6 November 2020 under reference H/2020/0048. As of [September 2025] [53] dwellings had been completed with [47] occupied.

- 9.9.16. Condition 8 of the outline permission H/2014/0428 states:

"prior to the occupation of the 209th dwelling of the 1200 dwellings hereby approved, the scheme to provide a bypass of Elwick Village and a grade separated junction on the A19 shall be fully open to traffic, to the satisfaction of the Hartlepool BC, Durham BC and Highways England"

Policy HSG5a: Quarry Farm (2) Housing Site

- 9.9.17. The Quarry Farm (2) housing development is allocated for approximately 220 dwellings. The site covers an area of approximately 11.30 hectares as illustrated on the Policies Map. The development will be phased over the plan period.
- 9.9.18. Policy HSG5a states that
- "No development will be permitted prior to the implementation of the grade separated junction and bypass to the north of Elwick Village unless otherwise agreed with Highways England and the Borough Council".*
- 9.9.19. The Local Infrastructure Plan gives further detail on the infrastructure requirements linked to the site and states that developer contributions will be secured to repay any loans secured in relation to the Scheme.
- 9.9.20. Outline planning permission for the Quarry Farm 2 site was granted by the Council on 12 October 2018 under reference H/2015/0528 for residential development for up to 220 residential dwellings with associated access, all other matters reserved. Reserved matters approvals for the erection of 220 no. residential dwellings were granted by the Council on 23 January 2020 under reference H/2019/0352. All 220 dwellings have now been constructed and are occupied.

Policy HSG7: Elwick Village Housing Development

- 9.9.21. The Potters Farm/ North Farm site at Elwick Village is allocated for a total of approximately 35 dwellings as illustrated on the Policies Map, to be phased over the plan period, and is required
- "to contribute, on a pro-rata basis with High Tunstall (HSG5), Quarry Farm 2 (HSG5a) and Briarfields (HSG3(3), to the provision of the grade separated junction and bypass to the north of Elwick Village."*
- 9.9.22. A full planning application (H/2024/0388) for the erection of 43no. dwellings and associated landscaping and infrastructure was validated by the Council on 15 January 2025 is currently awaiting determination. It is anticipated that the application will be determined in early 2026

Policy HSG3: Briarfields Housing Development

- 9.9.23. The Briarfields site is allocated for a total of approximately 14 dwellings as illustrated on the Policies Map, to be phased over the plan period, and is required

"to contribute, on a pro-rata basis with High Tunstall (HSG5), Quarry Farm 2 (HSG5a) and Potters Farm/North Farm Elwick (HSG7), to the provision of the grade separated junction and bypass to the north of Elwick Village."

- 9.9.24. No planning applications have yet been received or determined in respect of HSG3 allocated site.

Policy NE7: Landscaping Along Main Transport Corridors

- 9.9.25. Main road corridors within the borough are considered to be an integral part of the green infrastructure network and a high standard of landscaping, tree planting and design are necessary to ensure the routes remain attractive.

Local Infrastructure Plan

- 9.10. The Local Infrastructure Plan (2016) (LIP) identifies infrastructure required to facilitate and deliver allocations and proposals within the Local Plan, responsibilities for delivery, and sources of funding. The LIP is a key element of the Local Plan evidence base and will be a mechanism by which its delivery can be monitored. As well as setting out a realistic delivery programme for the Local Plan, it also takes account of other local authority strategies and delivery plans and investment programmes from infrastructure providers.
- 9.11. Whilst policies in the Local Plan will provide the spatial direction for Hartlepool, the LIP provides a framework within which timely funding and delivery of supporting infrastructure that reflects the scale and type of development and the needs of the locality can be identified and delivered. Without timely delivery of infrastructure new development may be delayed and/or there could be unacceptable social, economic or environmental impacts on existing infrastructure.
- 9.12. With regards to connectivity and transport in Hartlepool, the LIP notes that:
- "A particular weakness for Hartlepool is the reliance on only two principal access points to/from the A19, namely the A179 and the A689. Both of these access points are becoming increasingly congested. As well as acting as a physical constraint on specific development proposals, congestion and delays can have a significant impact on economic performance and act as a deterrent to future expansion and investment. A key strategic aim of the Local Plan is to provide a new grade separated junction on the A19 at Elwick, to be delivered in conjunction with new housing development in the north west of the town. This will provide an alternative, safe access to the A19 and relieve congestion at the A179 and A689 junctions, reducing the costs associated with delays and improving reliability of the road network."*
- 9.13. The LIP identifies a number of projects that now have been or will be required to contribute to improvements to the highway network in order for development to proceed and additionally to ensure the safety and efficiency of the highway network over the Local Plan period.

Hartlepool Rural Neighbourhood Plan

- 9.14. The Hartlepool Rural Neighbourhood Plan (the Neighbourhood Plan) was made in December 2018. The Neighbourhood Plan relates to the designated rural parishes of Brierton, Claxton, Dalton Piercy, Elwick, Greatham, Hart, and Newton Bewley.
- 9.15. Policy T1 (Improvements to the Highway Network) states that financial contributions will be sought from development proposals towards improvements to the highway network, including:
- 9.15.1. Improved village approach roads and junctions to the A179, A689 and A19;
 - 9.15.2. Alleviating the impact on the villages of the increase in traffic arising from new development in Hartlepool; and
 - 9.15.3. Appropriate measures to discourage traffic related to any new development on the edge of Hartlepool from using minor roads through the villages in the Neighbourhood Plan.
- 9.16. Policy H5 (Housing Development on the Edge of Hartlepool) requires new housing development to address any significant impacts arising from an increase in traffic on the road network between Hartlepool and the A19 as a result of new development. This should include mitigation measures identified by Transport Assessments which may include improvements to the junctions from the villages to the A19, A179 and A689 as well as measures to discourage traffic from the new development using minor roads through the village in the plan area.

Highways England Strategic and Delivery Plans 2020-2025

- 9.17. The plans comprise the Strategic Business Plan and the 50 Year Delivery Plan. The Strategic Business Plan looks to align with the Government's second Road Investment Strategy (RIS2) in which the Government set out to secure a safer more reliable strategic road network. The Strategic Business Plan states that safety remains their first imperative, to ensure that roads are safe, dependable and durable.
- 9.18. The Delivery Plan sets out several enhancement schemes that are either already under construction or planned along the A19 between Middlesbrough and Newcastle Upon Tyne. The Scheme is not referenced in the Delivery Plan but the Strategic Business Plan includes a commitment to actively work with government, customers, stakeholder and partners to plan for the longer term.

Northern Powerhouse Independent Economic Review

- 9.19. The Northern Powerhouse Independent Economic Review of 2016 states in high level terms:

"Because the North is fragmented by poor transport links between key settlements, the economy as a whole is failing to gain the agglomeration effects which would help grow its productivity. Better transport connectivity can help to promote a higher employment rate, by improving access to centres of employment, and it can help to promote higher productivity, by improving the attractiveness of an area for investment, improving access to markets, increasing the pool of workers available to work in higher productivity urban

locations, and increasing the effective scale of cities and the associated benefits of agglomeration.

Accordingly, targeted investment in new road infrastructure will be warranted to enhance the reliability and resilience of road travel, reduce journey times and improve the connections offered by the North's road networks."

9.20. Additionally, the 2023 update of the NPIER states:

"To transform the North's economic performance requires significant improvement in transport connectivity, intra and inter-urban/city connectivity, and across the wider policy ecosystem,...Only with sustained public sector investment in connectivity and the wider policy ecosystem can we fully transform the North of England."

Tees Valley Combined Authority (TVCA) Strategic Transport Plan

9.21. The Tees Valley Combined Authority Strategic Transport Plan sets out that the TVCA's vision for transport in the Tees Valley is *"to provide a high quality, quick, affordable, reliable, low carbon and safe transport network for people and freight to move within, to and from Tees Valley"*. The plan identifies the A19, grade separated junction, Elwick bypass and Hartlepool Western link as one of the "significant schemes" within the TVCAs Key Route Network (KRN). The KRN is the network of roads that the TVCA see as being the most vital to the future growth aspirations in the area from both an economic and social perspective, and will form the basis for developing a long-term programme of transport improvements.

9.22. The Tees Valley Road Implementation Plan, being one of the implementation plans supporting the strategic transport plan identified the Scheme as one of the live schemes within the KRN programme and states:

"This scheme will provide a new strategic route for road traffic to/from Hartlepool to the A19, thereby relieving congestion on the existing A179 and A689 routes and by creating a new grade separated junction with the A19, overcome safety concerns with regards to the existing at-grade junctions. The scheme will provide direct benefits to the residents of Elwick village through significantly reducing through traffic, helping to make it a safer environment, and it will also facilitate housing development in West Hartlepool. A Strategic Outline Business Case was prepared in Summer 2016 and detailed design is now underway."

10. PLANNING POSITION

10.1. Planning permission for a previous iteration of the Scheme was granted by the Council as Local Planning Authority on 18 January 2024 under reference H/2023/0057. This planning permission was subsequently amended by way of an application made pursuant to section 73 of the 1990 Act. Planning Permission was granted by the Council as Local Planning Authority on [REDACTED] 2025 under reference H/2025/0363 ("the Planning Permission") for an amended scheme which took into account further necessary mitigation measures.

- 10.2. In addition the planning position in relation to housing development is contextually relevant.
- 10.3. There are four sites specifically identified in the Local Plan as being required to make financial contributions in respect of the Scheme:
- HSG5a – Quarry Farm 2 (H/2015/0528)
 - HSG5 – High Tunstall (H/2014/0428)
 - HSG7 – Potters Farm / North Farm, Elwick (H/2024/0388)
 - HSG3(3) - Briarfields
- 10.4. In conjunction with the Local Plan process, planning applications have been determined in respect of High Tunstall (H/2014/0428) and Quarry Farm 2 (H/2015/0528) and a further planning application has been submitted in respect of Elwick (H/2024/0388).
- 10.5. Quarry Farm 2 was an outline application for up to 220 dwellings (H/2015/0528). An existing development at Quarry Farm in respect of an outline application for 81 dwellings had previously been consented on appeal on 18 February 2015 (H/2014/0215). Planning permission at Quarry Farm 2 was granted on 12 October 2018 with a condition 3 requiring a scheme to be submitted, approved in writing by the Council (in consultation with Highways England) prior to occupation of any dwellings, in respect of central reserve gap closures on the A19 at Elwick Road, North Road and at Dalton Piercy junctions. Such closure works preventing right-hand turn manoeuvres were required to be completed prior to occupation of any dwellings. Those central reserve closures have now been effected.
- 10.6. In addition the development has been required to pay a pro-rata contribution towards the grade separated junction and the Elwick By-pass to make the development acceptable in planning terms. A contribution of £12,000 per dwelling (totalling £2,640,000) towards the cost of the Scheme has therefore been secured through a s106 agreement.
- 10.7. Quarry Farm 2 is now fully built out and occupied. Section 106 contributions totalling £2,640,000 have now been received by the Council.
- 10.8. At High Tunstall an outline application for 1200 dwellings and permission was granted on 14 March 2019. As with the Quarry Farm 2 development a condition tying the development to central reserve closure was imposed and the development was also required to pay a pro-rata contribution towards the Scheme. A further condition (condition 8) was imposed stating that that prior to the occupation of the 209th dwelling, the Elwick bypass and the grade separated junction on the A19 would be fully open to traffic to the satisfaction of the Council, Durham County Council and Highways England. A contribution of £14,400,000 (plus indexation from January 2018 in respect of £11,904,000 of that contribution) towards the costs of the grade separated junction and Elwick bypass has been secured through a s106 agreement.

- 10.9. At the date of this statement, reserved matters approval for 162 dwellings has been granted and [47] dwellings are now occupied. Section 106 contributions totalling [£480,000,000] have now been received by the Council.
- 10.10. In respect of Elwick, a full planning application for 43 dwellings was validated by the Council on 15 January 2025. The application has not yet been determined but if approved, will be subject to a section 106 agreement requiring a contribution of £516,000 [plus indexation] towards the costs of the Scheme.
- 10.11. There is currently no extant planning permission for HSG3(3) nor any applications awaiting determination. [TBC at date of submission]

11. IMPLEMENTATION AND FUNDING

- 11.1. The necessary resources are, or will be, available to achieve delivery of the Scheme within a reasonable timescale, including land acquisition, compensation costs and any blight liability.
- 11.2. The Scheme is estimated to cost between £24,497,000 and £26,094,000. Such costs will be met from:
- 11.2.1. Contributions from housing developments and that have been secured as planning obligations through s106 legal agreements attached to planning approvals for housing.
- 11.2.2. Capital grant funding of £8,345,000 from TVCA. Such grant includes an initial £1.16m of funds for project development and allows for full draw down of the grant subject to completion of all stages of the Business Case and approval process which will ultimately be contingent on a successful outcome to all relevant statutory procedures.
- 11.2.3. The Council has also resolved to use its ability to access prudential borrowing to fund the gap between outturn Scheme costs and available funding and in any case to underwrite all the costs associated with acquiring land should these exceed the available grant.
- 11.3. The Local Plan requires financial contributions towards the Scheme from the following allocated sites
- HSG5a – Quarry Farm 2 (H/2015/0528)
 - HSG5 – High Tunstall (H/2014/0428)
 - HSG7 – Elwick (H/2024/0388)
 - HSG3(3) - Briarfields
- 11.4. Details of the planning position and contributions in respect of the above sites are set out at section 8 above.
- 11.5. In terms of the funding available for implementation of the Scheme the position as at the date of this Statement is set out below.

Strategic site and policy	Local Plan requirement	LP delivery timeframe	Progress
High Tunstall HSG5 & INF2.	£14,400,000.00 £12,000 per dwelling (plus indexation in respect of 209 th to 1200 th dwelling.)	Short/medium/long.	H/2014/0428 approved and contribution secured. £480,000 contributions received as at 31 st October 2025.
Quarry Farm (2) HSG5a & INF2.	£2,640,000.00 £12,000 per dwelling.	Short/medium.	H/2015/0528 approved and contribution secured. £2,640,000.00 received in full.
Elwick Village HSG7 & INF2	£516,000 £12,000 per dwelling.	Short /Medium/	Allocated H/2024/0388 received, to be determined likely early 2026.
Briarfields HSG3 (3) & INF2. 14-unit allocation	£168,000 £12,000 per dwelling.	Medium/long.	Allocated but no application.
Windfall Sites. INF2.	£12,000 per property.	Various.	Site by site basis.

- 11.6. Funding for the Scheme has therefore been adequately secured through a number of sources and in the immediate term the Council is able to use its prudential borrowing powers to ensure that any delay in receipt of the developers' contributions does not inhibit the Scheme coming forward. It is not therefore considered that funding will cause any impediment to the Scheme being delivered.

12. **SPECIAL CONSIDERATIONS**

- 12.1. There are no areas warranting special consideration within the extent of the Scheme. However the below considerations in the vicinity of the Scheme should be noted.
- 12.2. The Elwick Conservation Area encompasses the village centre and includes Elwick Hall and St Peter's Church. A plan identifying the extent of the Conservation Area is attached as an appendix.
- 12.3. There are no listed buildings falling within land required for the Scheme. Listed buildings in the vicinity of the Scheme include The Forge, Church of St Peter, Wilton Cottage, Elwick Windmill and Elwick Hall respectively. It is considered that they are unlikely to be affected by the Scheme.

- 12.4. There is one Scheduled Monument (list number 1016353) located approximately 30m to the east of the south-western arm of the Scheme parallel to the A19 and directly to the east of the village of Elwick. The Scheduled Monument comprises a fishpond, two enclosures and a section of medieval open field system. It is considered to have been used for fishing and wildfowl management in connection with the former medieval Elwick Hall. Also within the Scheduled area is a pillbox dating to World War II.

13. **VIEW OF GOVERNMENT DEPARTMENTS**

- 13.1. No views have been expressed by a Government Department.

14. **HUMAN RIGHTS**

- 14.1. The European Convention on Human Rights ("ECHR") was incorporated into domestic law in England and Wales by the Human Rights Act 1998 ("the 1998 Act"). The 1998 Act prevents public authorities from acting in a way which is incompatible with rights protected by the 1998 Act.
- 14.2. Of particular relevance to the compulsory purchase process are Article 8 of the Convention regarding respect for privacy and family life and Article 1 of the First Protocol which concerns the protection of property. In addition Article 14 protects the right to enjoy rights and freedoms free from discrimination on any ground such as sex, race, colour, language, religion, political or other opinion or national or social origin.
- 14.3. In addition the Guidance advises that "acquiring authorities should only use compulsory purchase powers where it is expedient to do so and where there is a compelling case in the public interest". An acquiring authority should therefore be sure that the purposes for which it is making a compulsory purchase order sufficiently justify interfering with the human rights of those with an interest in the land affected. Regards should be had, in particular, to the provisions of Article 1 of the First Protocol to the ECHR, and in the case of a dwelling, Article 8 thereof.
- 14.4. Such rights are qualified rights and may therefore be overridden where it is considered that the interference with these rights are proportionate and that the interference is necessary in the interests of, amongst other things, national economic well-being.
- 14.5. The European Court of Human Rights has recognised in the context of Article 1 of the First Protocol that "*regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole*", and both public and private interests have been taken into account in the exercise of the authority's powers and duties as a local authority.
- 14.6. It is acknowledged that the CPO, if confirmed, will result in the taking of property. However, this will be in accordance with a statutory process which was held to be compliant with Article 6 of the Convention which provides that "*everyone is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law*". Compensation will be payable in accordance with law including compensation for property on the basis of the market value of the interest

acquired, together with disturbance, statutory loss payment and where appropriate home loss payments.

- 14.7. The CPO process undertaken by the Council has taken into account the social, economic and environmental well-being of the locality. The process already allows for the payment of compensation to those where properties and other private rights are affected by the acquisition of land under the CPO process.
- 14.8. Moreover, in pursuing this CPO (and associated Orders), the Council has carefully considered the balance to be struck between individual rights and the wider public interest. In this instance it is considered that the Orders are required in the public interest and are consistent with the ECHR and the 1998 Act in that the public purpose of securing the site for the redevelopment described herein and concomitant economic, social and environmental benefits are of sufficient weight to override the interference with human rights that the CPO necessarily involves; and that compulsory acquisition is necessary to achieve that purpose. It is also considered that the Order is proportionate having regard to the alternative means of securing the objectives to be delivered by the Scheme.

15. **EQUALITIES IMPACT ASSESSMENT**

- 15.1. In preparing the HBC Orders and in determining to make the CPO, the SRO and the A19 SRO, the Council has had regard to its statutory duties and obligations under the Equality Act 2010 including its obligations under sections 149 and 150 thereof and has taken into account the differential impact the HBC Orders and the A19 SRO may have on groups of persons with different characteristics.

16. **ENQUIRIES**

- 16.1. In respect of land acquisition please contact:

Tim Wynn BSc(Hons)MRICS

Strategic Asset Manager

Hartlepool Borough Council

tim.wynn@hartlepool.gov.uk

Tel 01429 523386

- 16.2. In respect of the CPO and SRO process please contact:

Scott Parkes BEng (Hons)

Consultancy Manager Hartlepool Borough Council

Scott.Parkes@hartlepool.gov.uk

Tel: 01429 523207

17. **LIST OF DOCUMENTS IN EVENT OF INQUIRY**

17.1. [To be inserted]

18. **LIST OF PLANS**

- 18.1. Appendix A - S6 Agreement
- 18.2. Appendix B - Plan of A19
- 18.3. Appendix C - existing highway layout
- 18.4. Appendix D – proposed scheme layout
- 18.5. Appendix E - copy of the SRO Plan and the A19 SRO Plan
- 18.6. Appendix F – Elwick Conservation Area

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THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026

THE HIGHWAYS ACT 1980

AND

THE ACQUISITION OF LAND ACT 1981

The Hartlepool Borough Council (in this Order called "the Acquiring Authority") makes the following order:

1. Subject to the provisions of this order the Acquiring Authority is, under Sections 6, 239, 240, 246, 249, 250 and 260 of the Highways Act 1980, hereby authorised to acquire compulsorily for the purposes of:
 - (1) the construction of a highway, including a bridge over the A19, which is to be maintainable at the public expense between the A19 and Elwick Road, north of the village of Elwick and to the west of the Hartlepool conurbation in the Borough of Hartlepool;
 - (2) the construction of highways to connect the above mentioned highway with the existing road system in the vicinity of the A19 and village of Elwick in the Borough of Hartlepool, including roundabouts connecting with North Lane and Elwick Road respectively;
 - (3) the improvement of existing highways in the vicinity of the route of the above mentioned highways including North Lane, Elwick Road and Coal Lane in pursuance of the Hartlepool Borough Council (A19/Elwick Road/North Lane junction and Elwick Northern Bypass/Hartlepool Western Link) (Classified Roads) (Side Roads) Order 2026 and the Hartlepool Borough Council (A19/Elwick Road/North Lane junction and Elwick Northern Bypass/Hartlepool Western Link) (Side Roads) Order 2026 (hereinafter "the Side Roads Orders") ;
 - (4) the provision of new means of access to premises in pursuance of the Side Roads Orders;
 - (5) the diversion of a watercourse and the carrying out of works on watercourses in connection with the construction and improvement of highways and the provision of new means of access to highways;

- (6) use by the Acquiring Authority in connection with the construction and improvement of highways, the diversion of a watercourse and the provision of new means of access to premises as aforesaid;
- (7) the improvement of the land adjoining or adjacent to the above mentioned new and existing highways;
- (8) mitigating the adverse effect which the existence or use of the highway proposed to be constructed or improved as mentioned in articles (1), (2) and (3) of this Order;
- (9) the carrying out of drainage works in connection with the construction of highways,

the land which is described in the Schedule hereto and delineated and shown coloured pink on the map hereinafter mentioned and the new rights which are specified in the said Schedule over the land which is described therein and is delineated and shown coloured blue on the said map.

The map aforesaid is a map consisting of [x] sheets numbered [] to [] respectively, prepared in duplicate, sealed with the Common Seal of the Acquiring Authority and marked "Map referred to in the Hartlepool Borough Council (A19/Elwick Road/North Lane Junction and Elwick Northern Bypass/Hartlepool Western Link) Compulsory Purchase Order 2026".

One duplicate of the map is deposited in the offices of the Acquiring Authority and the other is deposited in the offices of the Secretary of State for Transport.

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Table 1

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
1	[CE146944] [] square metres. Arable land forming part of Middleton House Farm, Elwick, all to the west of the A19.	Roy Alexander Blyth, Jean Blyth, Neil Alexander Blyth and Alison Mayes of Middleton House Farm, Elwick, Hartlepool, TS27 3EN (<i>excluding mines and minerals</i>) Unknown (<i>in respect of mines and minerals</i>)			Owner Zayo Group UK Limited of 100 New Bridge Street, London, England, EC4V 6JA
2	Mines and minerals interests subsisting underneath [] square metres land forming part of High Barns Farm, Elwick, all to the west of the A19.	Unknown			Owner High Barns Farm Ltd (CRN 11271879) of Hartbushes Hall, Station Road, Wingate, TS28 5NG Zayo Group UK Limited of 100 New

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
					Bridge Street, London, England, EC4V 6JA
3	[CE146944] A right of access with or without vehicles, plant and machinery together with a right to construct a new private means of access [insert orientation, width and length] over [X] square metres of arable land] forming part of Middleton House Farm, Elwick, all to the west of the A19	Roy Alexander Blyth, Jean Blyth, Neil Alexander Blyth and Alison Mayes of Middleton House Farm, Elwick, Hartlepool , TS27 3EN (<i>excluding mines and minerals</i>) Unknown (<i>in respect of mines and minerals</i>)			Owner
4	[CE41831] [X] square metres. Arable land forming part of Martindale Farm, Elwick, to the east of the A19 and to the north of Elwick Village.	Gordon Cracknell of Martindale Farm, Elwick, Hartlepool TS27 3DT Unknown (<i>in respect of mines and minerals</i>)			Owner

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
5	[X] square metres. Highway land comprising part of North Lane, Elwick	Unknown			Hartlepool Borough Council of Civic Centre, Victoria Road, Hartlepool, TS24 8AY (as Local Highway Authority)
6	[CE219676] [X] square metres comprising a grassed area of land between the A19 to the west and North Lane to the east, The Parks, Elwick.	Margaret Wreford Howell of Calais House, Calais Road, St Martins, Guernsey, GY4 6AP Unknown (in respect of mines and minerals)		Un-named summer grazing tenants	Owner Tenants
7	All rights and interests in [X] square metres of land comprised in highway on North Lane with the exception of those rights and interests owned by Hartlepool Borough Council.	Unknown (in respect of mines and minerals)			Hartlepool Borough Council of Civic Centre, Victoria Road, Hartlepool, TS24 8AY (as Local Highway Authority)
8	[x] square metres of arable land to the east of the A19	Gordon Cracknell of Martindale Farm,			Owner

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
	and to the north of Elwick Village and comprising a strip of land between plots 4 and 10 Note: this strip of land has been omitted from Gordon Cracknell's title (see plots 4 and 10), possibly by Land Registry error	Elwick, Hartlepool TS27 3DT			
9	[CE261760] [] square metres. Arable land on the north side of North Lane, Elwick, all to the east of the A19.	Christopher Linton of 1a Hillcrest Grove, Elwick, TS27 3EH and Timothy Charles Linton of 48 Wolviston Road, Billingham, TS22 5JP <i>Unknown (in respect of mines and minerals)</i>			Owner
10	[CE144195] [] square metres. Arable land forming part of Martindale Farm, Elwick, to the east of the A19 and to the north of Elwick Village.	Gordon Cracknell of Martindale Farm, Elwick, Hartlepool TS27 3DT			Owner

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
11	[CE144195] [] square metres. Arable land forming part of Martindale Farm, Elwick, to the east of the A19 and to the north of Elwick Village.	Gordon Cracknell of Martindale Farm, Elwick, Hartlepool TS27 3DT			Owner
12	[CE154388] [] square metres. Arable land forming part of Potters Farm, Elwick, to the east of the A19 and to the north of Elwick Village.	Bryan Ernest Claughan of 9 The Green, Elwick, Hartlepool, TS27 3ED			Owner Energis Communications Limited of Vodafone House, The Connection, Newbury, Berkshire, RG14 2FN National Grid Electricity Transmission Plc of 1-3 Strand, London, WC2N 5EH

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
					Northern Powergrid (Northeast) Ltd of Lloyds Court, 78 Grey Street, Newcastle-upon- Tyne, NE1 6AF (Wayleave no.s 74028 and 72756)
13	[CE176982] [] square metres. Arable land forming part of North Farm, Elwick, to the east of the A19 and north east of Elwick Village.	Margaret Beatrice Iveson of High Force Farm, Raydaleside, Askrigg, Leyburn, North Yorkshire DL8 3DL and Joan Marjery Hansen of Jersey Cottage, Elwick, Hartlepool TS27 3ED and Sandra Yvonne Leonard of Naisberry Farm Cottage, Elwick, Hartlepool, TS27 3EA and George Bell of Millstone House, Elwick, Hartlepool TS27 3ED and Dorothy Watson of Butterwick Moor Farm, Butterwick, Sedgefield, TS31 3ER			Owner National Grid Electricity Transmission Plc of 1-3 Strand, London, WC2N 5EH Northern Powergrid (Northeast) Ltd, Lloyds Court, 78 Grey Street, Newcastle-upon- Tyne, NE1 6AF [Farm water supply / underground field pipe for farm feed

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
					troughs and owners water supply]
14	All rights and interests in [X] square metres of land comprised in highway on Elwick Road with the exception of those rights and interests owned by Hartlepool Borough Council.	Unknown (<i>in respect of mines and minerals</i>)			Hartlepool Borough Council of Civic Centre, Victoria Road, Hartlepool, TS24 8AY (<i>as Local Highway Authority</i>)
15	[x] square metres of land comprised in highway and grassed verge adjacent thereto	Unknown			Hartlepool Borough Council of Civic Centre, Victoria Road, Hartlepool, TS24 8AY (<i>as Local Highway Authority</i>) National Grid Electricity Transmission Plc of 1-3 Strand, London, WC2N 5EH

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (1)	Extent, description and situation of the land (2)	Qualifying persons under section 12(2)(a) of the Acquisition of Land Act 1981 – Name and Address (3)			
		Owners or reputed owners	Lessees or reputed lessees	Tenants or reputed tenants (other than lessees)	Occupiers
					Northern Powergrid (Northeast) Ltd, Lloyds Court, 78 Grey Street, Newcastle-upon- Tyne, NE1 6AF

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**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Table 2

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
1	<p>HSBC UK Bank Plc of 1 Centenary Square, Birmingham, United Kingdom, B1 1HQ</p> <p>HSBC Bank Plc of 8 Canada Square, London, E14 5HQ</p>	<p>Registered Charge dated 19 September 2011.</p> <p>Registered Charge dated 19 September 2011.</p>	<p>Northern Gas Networks Limited of 1100 Century Way, Thorpe Park Business Park, Colton Leeds, LS15 8TU</p>	<p>Restrictive covenants and rights granted in relation to a pipeline for the transmission and storage of gas together with rights of access over Plot 1 pursuant to a Deed of Grant dated 24 January 2006.</p>
2			<p>Northern Electric Plc of Lloyds Court, 78 Grey Street, Newcastle Upon Tyne, NE1 6AF</p>	<p>Restrictive covenants and rights granted in relation to electric lines, poles and associated apparatus together with rights of access and tree/bush felling and/or removal pursuant to a Deed of Grant dated 4 April 1996</p>
3	<p>HSBC UK Bank Plc of 1 Centenary Square, Birmingham, United Kingdom, B1 1HQ</p>	<p>Registered Charge dated 19 September 2011.</p>	<p>Northern Gas Networks Limited of 1100 Century Way, Thorpe Park Business Park,</p>	<p>Restrictive covenants and rights granted in relation to a pipeline for the transmission and storage of gas together with rights of access over Plot</p>

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
	HSBC Bank Plc of 8 Canada Square, London, E14 5HQ	Registered Charge dated 19 September 2011.	Colton Leeds, LS15 8TU	1 pursuant to a Deed of Grant dated 24 January 2006.
4	<p>The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ</p> <p>The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ</p>	<p>Registered Charge dated 1 December 2006.</p> <p>Registered Charge dated 30 May 2014.</p>		

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
10	The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ	Registered Charge dated 1 December 2006.	Unknown	Plot 10 is subject to rights granted by a conveyance of adjoining land dated 16 November 1969, including rights of access, drainage and to lay a water pipe.
	The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ	Registered Charge dated 30 May 2014.	Unknown	Plot 10 is subject to rights of drainage and services reserved by a conveyance dated 22 June 1972.
			Northern Electric Plc of Lloyds Court, 78 Grey Street, Newcastle Upon Tyne, NE1 6AF	Restrictive covenants and rights granted in relation to overhead electric lines, poles and associated apparatus together with rights of access and tree/bush felling and/or removal pursuant to a Deed of Grant dated 13 March 1998

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
11	<p>The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ</p> <p>The Agricultural Mortgage Corporation Plc of Keens House, Anton Mill Road, Andover, Hampshire, United Kingdom, SP10 2NQ</p>	<p>Registered Charge dated 1 December 2006.</p> <p>Registered Charge dated 30 May 2014.</p>	<p>Unknown</p> <p>Unknown</p> <p>Northern Electric Plc of Lloyds Court, 78 Grey Street, Newcastle Upon Tyne, NE1 6AF</p>	<p>Plot 11 is subject to rights granted by a conveyance of adjoining land dated 16 November 1969, including rights of access, drainage and to lay a water pipe.</p> <p>Plot 11 is subject to rights of drainage and services reserved by a conveyance dated 22 June 1972.</p> <p>Restrictive covenants and rights granted in relation to overhead electric lines, poles and associated apparatus together with rights of access and tree/bush felling and/or removal pursuant to a Deed of Grant dated 13 March 1998</p>
12			Energis Communications Limited of Vodafone House,	Restrictive covenants and rights granted in relation to the installation. Maintenance and use of telecommunications apparatus

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
			<p>The Connection, Newbury, Berkshire, RG14 2FN</p> <p>National Grid Electricity Transmission Plc of 1 - 3 Strand, London, WC2N 5EH</p> <p>Northern Powergrid (Northeast) Ltd of Lloyds Court, 78 Grey Street, Newcastle-upon-Tyne, NE1 6AF</p>	<p>together with rights of access over Plot 12 pursuant to a Deed of Easement dated 9 April 1999.</p> <p>Restrictive covenants and rights granted in relation to the erection, maintenance and use of overhead electric lines, conductors and tower together with rights of access and tree/bush felling over Plot 12 pursuant to a Deed of Grant dated 4 June 2019.</p> <p>(Electricity) Wayleave No.s 74028 and 72756)</p>
13			Unknown	Plot 13 is subject to an easement of drainage rights for the benefit of

**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
			<p>Joan Marjorie Hansen and Edward Hansen of Jersey Cottage, The Green, Elwick, Hartlepool TS27 3ED.</p> <p>James Andrew Leonard and Hazel Leonard of Canterbury House, The Green, Elwick, Hartlepool, TS27 3ED.</p> <p>George Bell of Millstone House, The Green, Elwick, Hartlepool, TS27 3ED.</p>	<p>Carlton, Elwick granted by a conveyance of other land dated 11 November 1969.</p> <p>Plot 13 is subject to easements and covenants in respect of drainage, together with rights of access for repair and maintenance pursuant to a Deed dated 12 May 2010.</p>

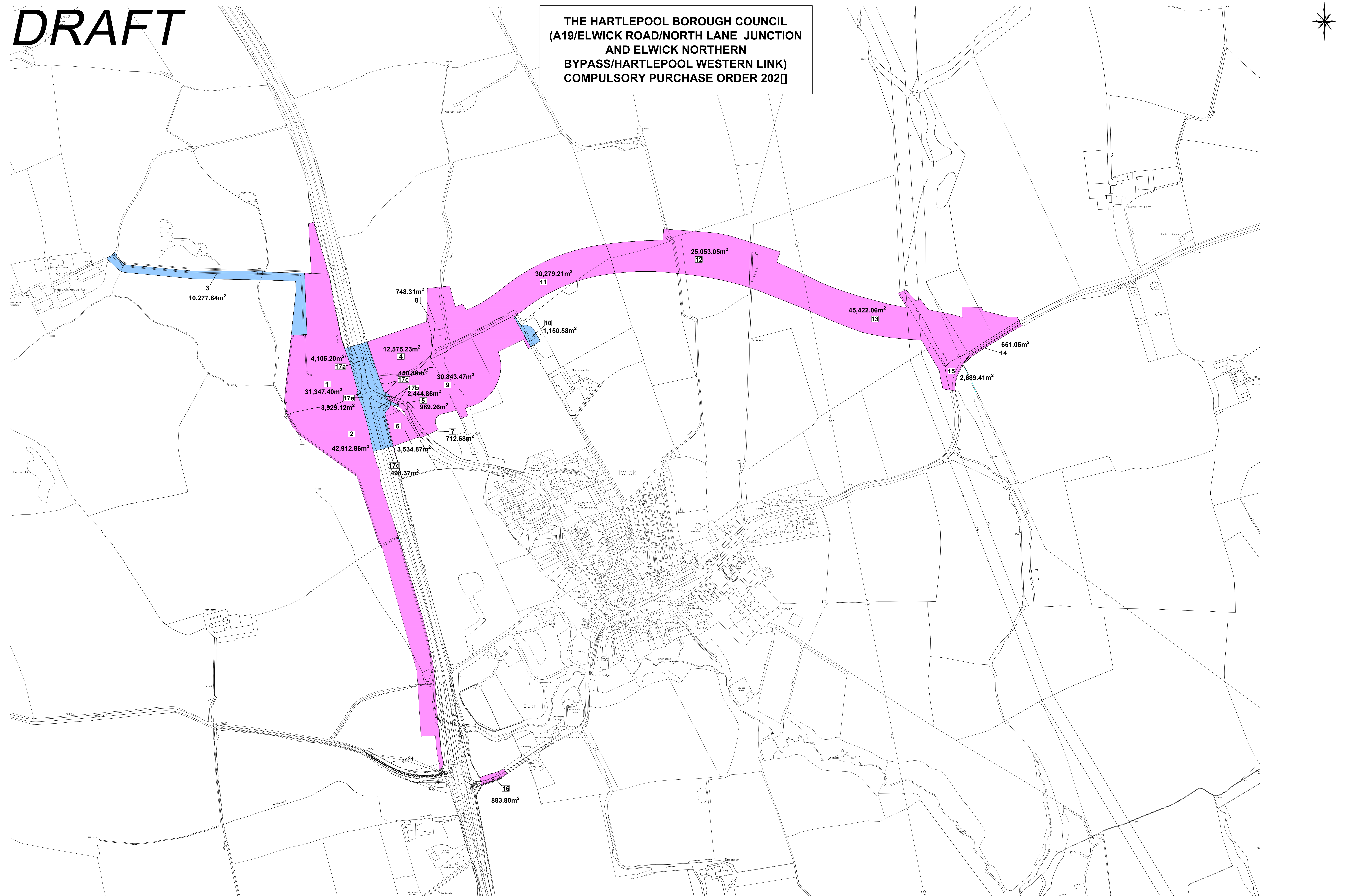
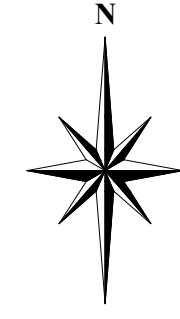
**THE HARTLEPOOL BOROUGH COUNCIL (A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK
NORTHERN BYPASS/HARTLEPOOL WESTERN LINK) COMPULSORY PURCHASE ORDER 2026**

Number on map (4)	Other qualifying persons under section 12(2A)(a) of the Acquisition of Land Act 1981 (5)		Other qualifying persons under section 12(2A)(b) of the Acquisition of Land Act 1981 – not otherwise shown in Tables 1 & 2 (6)	
	Name and Address	Description of interest to be acquired	Name and Address	Description of the land for which the person in adjoining column is likely to make a claim
15			National Grid Electricity Transmission Plc of 1-3 Strand, London, WC2N 5EH Northern Powergrid (Northeast) Ltd of Lloyds Court, 78 Grey Street, Newcastle-upon-Tyne, NE1 6AF	TBC

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THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN
BYPASS/HARTLEPOOL WESTERN LINK)
COMPULSORY PURCHASE ORDER 202[]



DRAFT 13 NOVEMBER 2025

HIGHWAYS ACT 1980

THE HARTLEPOOL BOROUGH COUNCIL

**(A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK NORTHERN
BYPASS/HARTLEPOOL WESTERN LINK) (CLASSIFIED ROAD)(SIDE ROADS) ORDER
2026**

The Hartlepool Borough Council ("the Council") make this Order in exercise of powers conferred by sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf:

1.

- (1) The Council is authorised in relation to that length of the classified road in the Parish of Elwick in the Borough of Hartlepool to:
 - (a) improve the lengths of highway named in the Schedules and shown on the corresponding Site Plan by cross hatching;
 - (b) stop up each length of highway described in the Schedules and shown on the corresponding Site Plan by zebra hatching;
 - (c) construct a new highway along each route whose centre line is shown on a Site Plan by an unbroken black line surrounded by stipple;
 - (d) stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band; and
 - (e) provide new private means of access to premises along each route or at each location shown on a Site Plan by thin diagonal hatching.
- (2) Where a new highway is to be constructed wholly or partly along the same route as a new access or part of one, that new highway shall be created subject to the private rights over that new access.
- (3) Each new highway is given a reference number and letter on a Site Plan, which is also placed in the respective Schedule, and will be a road unless the word "Footpath" or "Cycle Track (with a right of way on foot)" appears beneath its reference number and letter in that Schedule, in which case it will be a Footpath or Cycle Track (with a right of way on foot) as the case may be. Each new access is given a reference number followed by a lower case letter on a Site Plan, which is also placed in the respective Schedule.
- (4) Where a new highway is to be constructed or a new access is to be provided in connection with the stopping up of a length of highway or private means of access described in a Schedule, its reference number and letter or number (as the case may be) is placed in the said Schedule opposite the description of that length.

Appendix C

- (5) Each Site Plan shows the works indicated in the respective Schedule and has the same number as that Schedule, and the route of the classified road is shown in relation to the works shown on each Site Plan.
2. Where immediately before a length of highway is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator then, subject to section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall continue to have the same rights as respects that apparatus as they had immediately before the stopping up took place.
3. In this Order:
- (1) Distances are measured along the route of the relevant highway or private means of access to premises, as the case may be;
- (2) A reference to a Schedule or Site Plan number is a reference to the Schedule or Site Plan so numbered;
- (3)
- (a) "the classified road" - North Lane, Elwick, Hartlepool
 - (b) "the Council" - means Hartlepool Borough Council
 - (c) "improvement" - in relation to a highway includes raising, lowering or otherwise altering that highway, and "improved" shall be construed accordingly;
 - (d) "new access" - means a means of access to premises authorised by this Order to be provided;
 - (e) "new highway" - means a new highway authorised by this Order to be constructed and "new highways" shall be construed accordingly;
 - (f) "Schedule" - means a Schedule to this Order, and "Schedules" shall be construed accordingly;
 - (g) "Site Plan" - means one of the plans contained in the Plan Folio marked The Hartlepool Borough Council (A19/Elwick Road/North Lane Junction and Elwick Northern Bypass/Hartlepool Western Link) (Classified Road) (Side Roads) Order 2026 (Sheets 1-3)
- a duplicate has also been deposited at the offices of the Secretary of State for Transport.

DRAFT

SCHEDULE 1

**A19/Elwick Road/North Lane Junction
and Elwick Northern Bypass/Hartlepool
Western Link**

Sheet 1 of 3

Highway to be Improved

North Lane (at its junction with the A19) – a 26m section of highway to be improved upgrading the access off and onto the A19 at North Lane (marked K on Sheet 1).

North Lane (a section of highway starting approximately 92m south east of its junction with the A19) – a 28m section of highway to be improved upgrading North Lane where it meets the new highway (marked N on Sheet 1).

<u>Highway to be Stopped Up</u>	<u>Reference Letter of New Highways</u>
North Lane from a point [38 metres] south east of its junction with the A19 in a south-easterly direction for a distance of [61] metres (marked H on Sheet 1)	L and M
-	C
-	D
-	E
-	F
-	G
-	O

<u>Private Means of Access to be Stopped Up</u>	<u>Reference Letter of New Accesses</u>
A section of the access track from the northbound A19 highway to Middleton House Farm, for 10 metres westwards from its junction with the A19 (marked B on Sheet 1).	A
Access track from the south bound A19 highway to Martindale Farm, a distance of 319 metres (marked I on Sheet 1).	P

Appendix C

<u>Private Means of Access to be Stopped Up</u>	<u>Reference Letter of New Accesses</u>
Track going north for 60m from the access track leading from the south bound A19 highway to Martindale Farm (as identified immediately above) to land forming part of Martindale Farm, a distance of 60 metres (marked J on sheet 1).	Q
Access Track from Worset Lane to Potters Farm where that access is crossed by the classified road, for a distance of 59 metres (marked R on Sheets 1 and 2).	S (see sheet 2)

SCHEDULE 2

**A19/Elwick Road/North Lane Junction
and Elwick Northern Bypass/Hartlepool
Western Link**

Sheet 2 of 3

Highway to be Improved

Elwick Road (a section of highway starting 340m south west of North Urn Farm) – a 196m section of highway to be improved, upgrading Elwick Road where it meets the new highway (marked BB on Sheet 2).

<u>Highways to be Stopped Up</u>	<u>Reference Letters of New Highways</u>
Public footpath running along track from North Farm to land at North Farm where that access is crossed by the classified road, for a distance of 61 metres (marked U on Sheet 2). (Note: public footpath and private access to be stopped up at V below overlap and share the same surface)	W

<u>Private Means of Access to be Stopped Up</u>	<u>Reference Letters of New Accesses</u>
Access Track from Worset Lane to Potters Farm where that access is crossed by the classified road, for a distance of 59 metres (marked R on Sheets 1 and 2).	S
Access Track from North Farm to land at North Farm where that access is crossed by the classified road, for a distance of 61 metres (marked U on Sheet 2).	V
Access Track from Elwick Road to land at North Farm, a distance of 92 metres (marked Z on Sheet 2).	AA
-	T
-	X

Appendix C

<u>Private Means of Access to be Stopped</u> <u>Up</u>	<u>Reference Letters of New Accesses</u>
-	Y

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SCHEDULE 3

**A19/Elwick Road/North Lane Junction
and Elwick Northern Bypass/Hartlepool
Western Link**

Sheet 3 of 3

Highways to be Improved

Coal Lane (a section of highway starting at its junction with the A19, 522m south east of High Barns) – a [] metre section of highway to be improved, altering the highway on the approach to and at the junction with the A19 (marked DD on sheet 3).

Coal Lane (a section of highway starting at its junction with the A19, 522m south east of High Barns) – a 180 metre section of highway to be improved, altering the highway on the approach to and at the junction with the A19 (marked EE on sheet 3).

Coal Lane (a section of highway starting at its junction with the A19, 522m south east of High Barns) – a 180 metre section of highway to be improved, altering the highway on the approach to and at the junction with the A19 (marked FF on sheet 3).

Given under the Common Seal of the Borough of Hartlepool on the

Day of

2026

THE COMMON SEAL OF

the Borough of Hartlepool

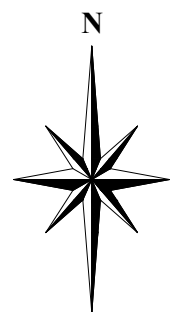
was affixed in the presence of:

Authorised Signatory

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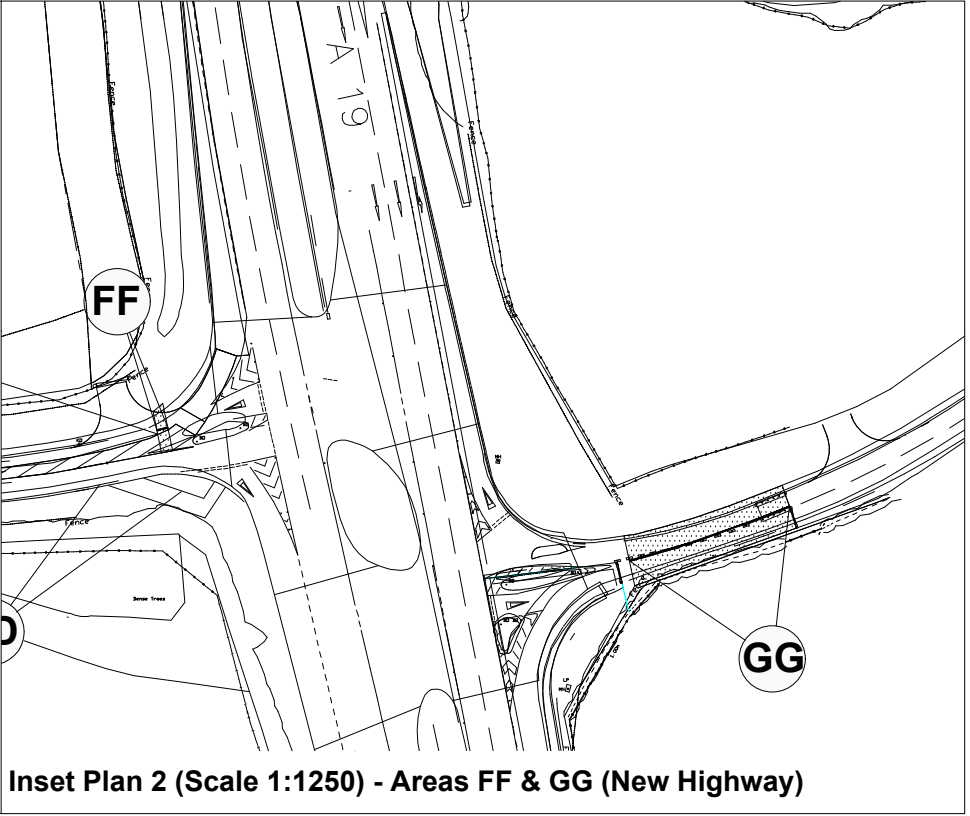
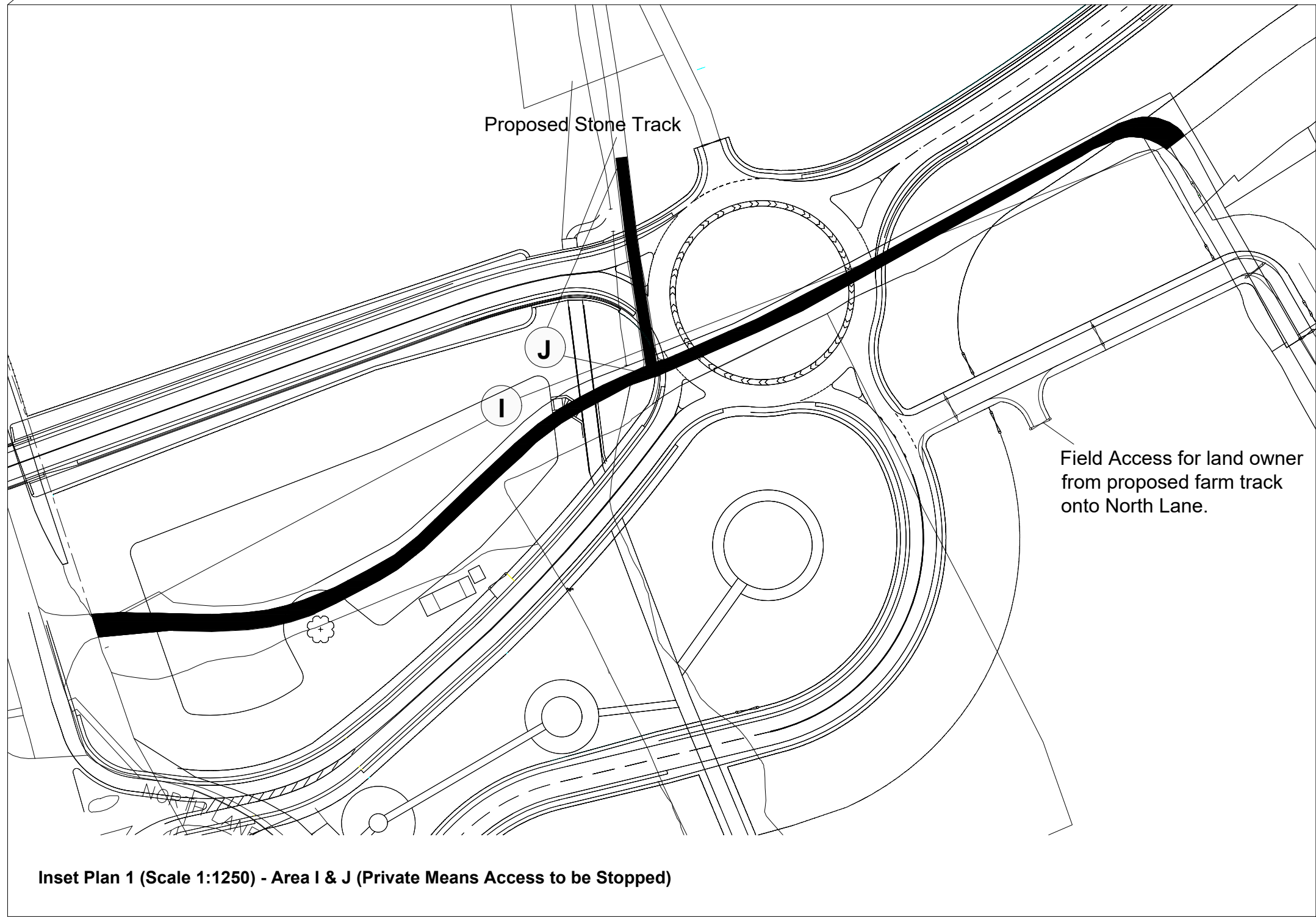
THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 202[]



Plan 2

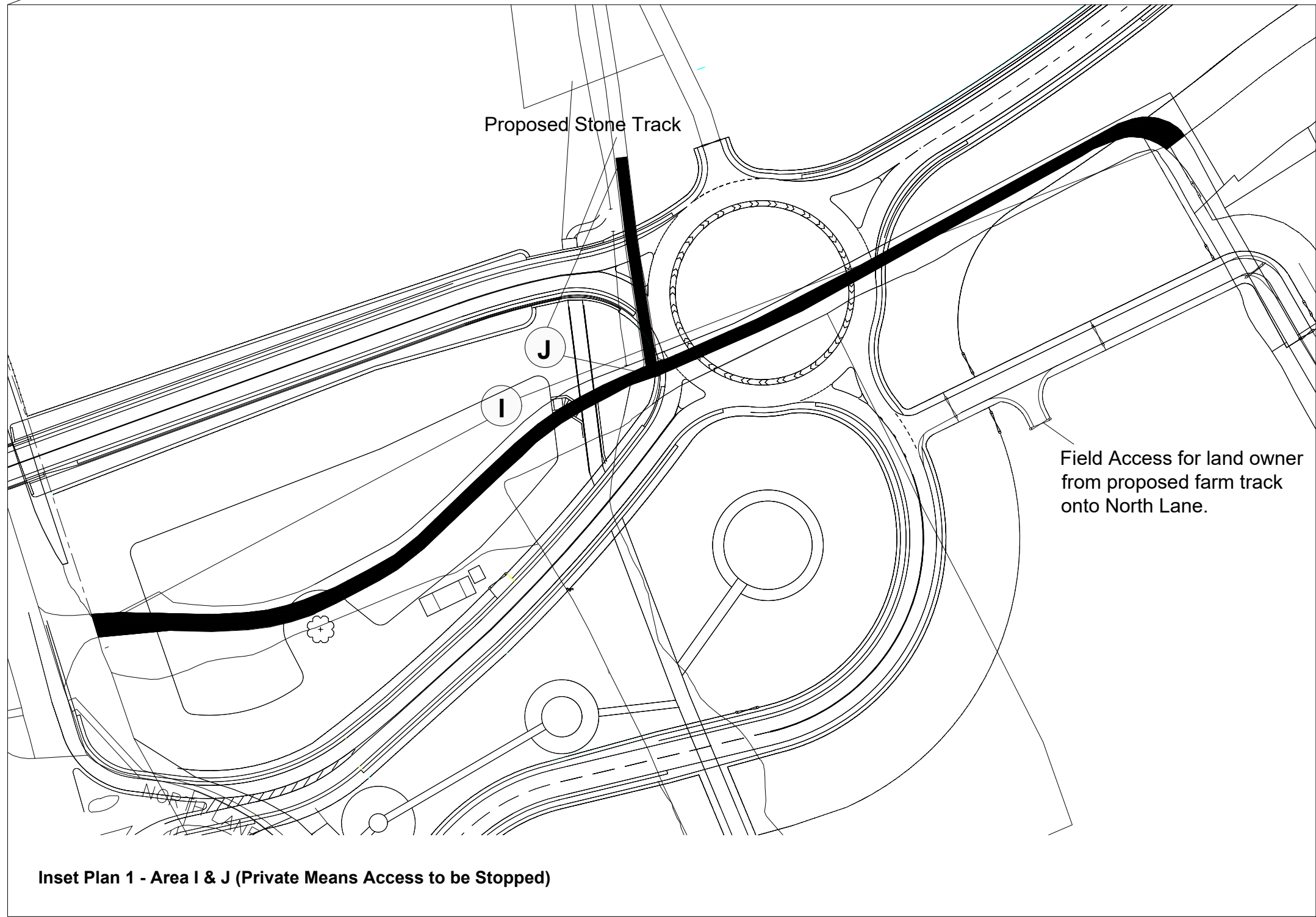
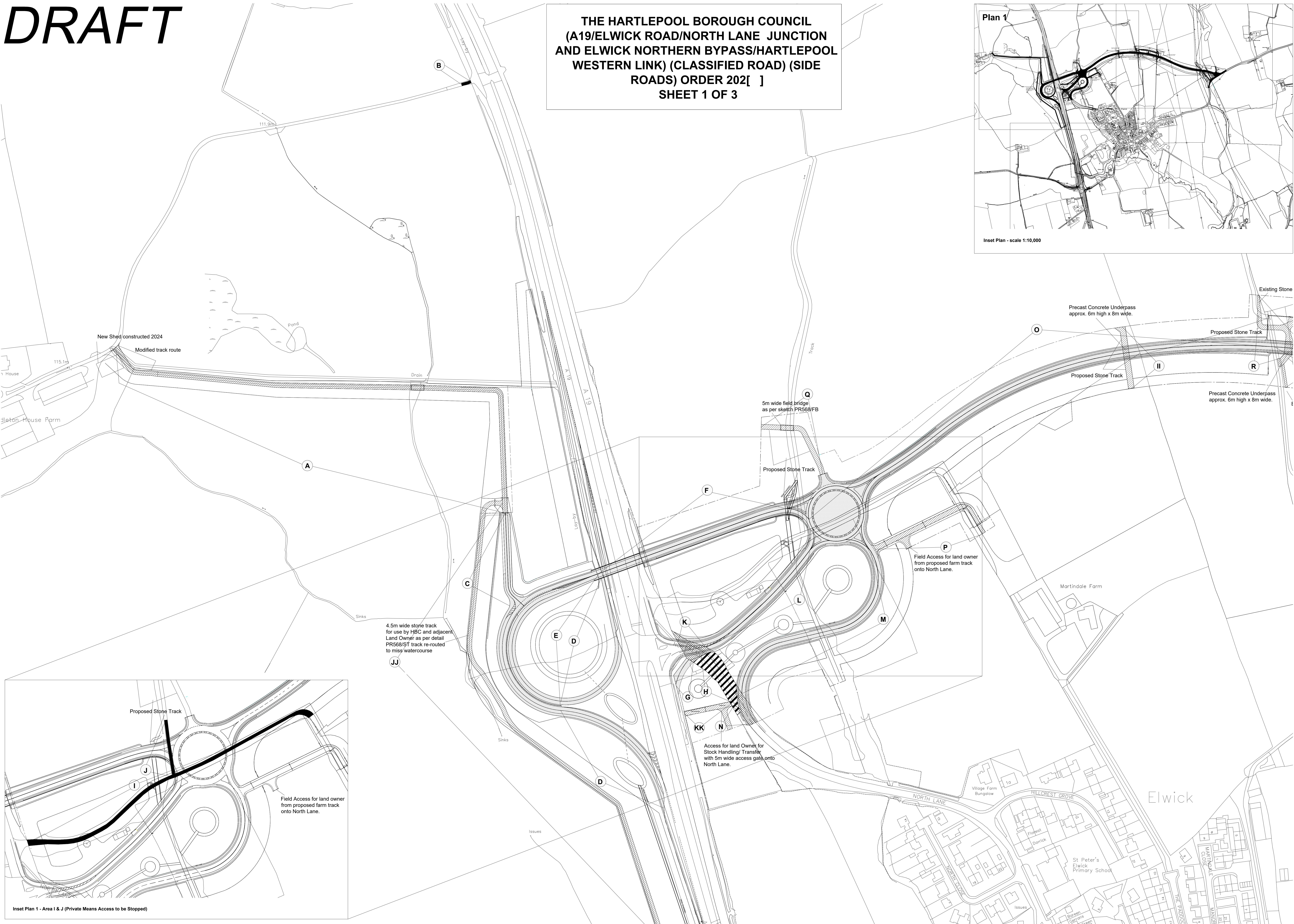
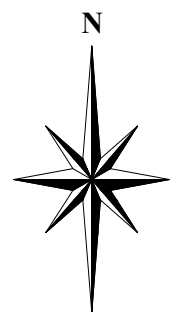
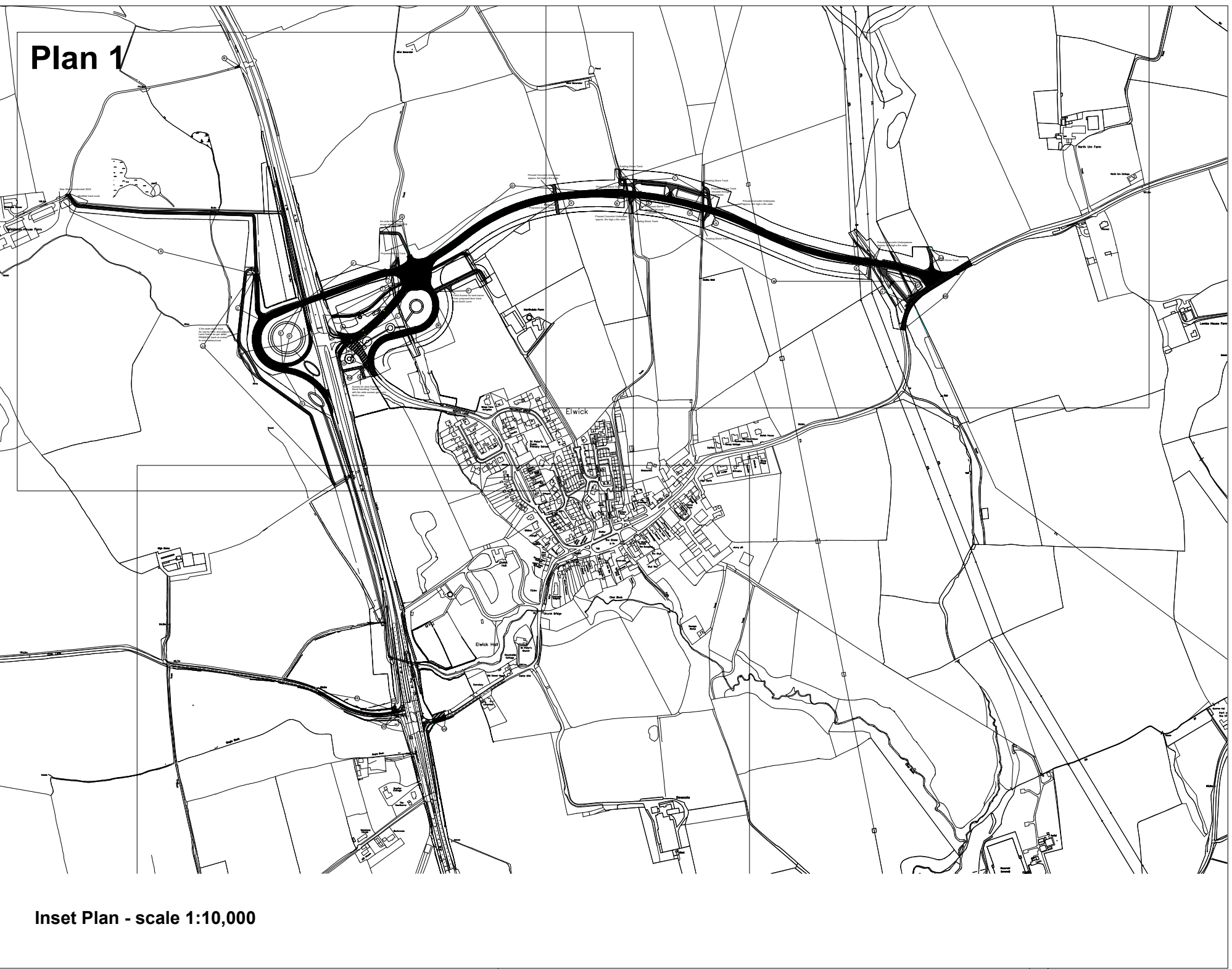
Plan 1

Plan 3



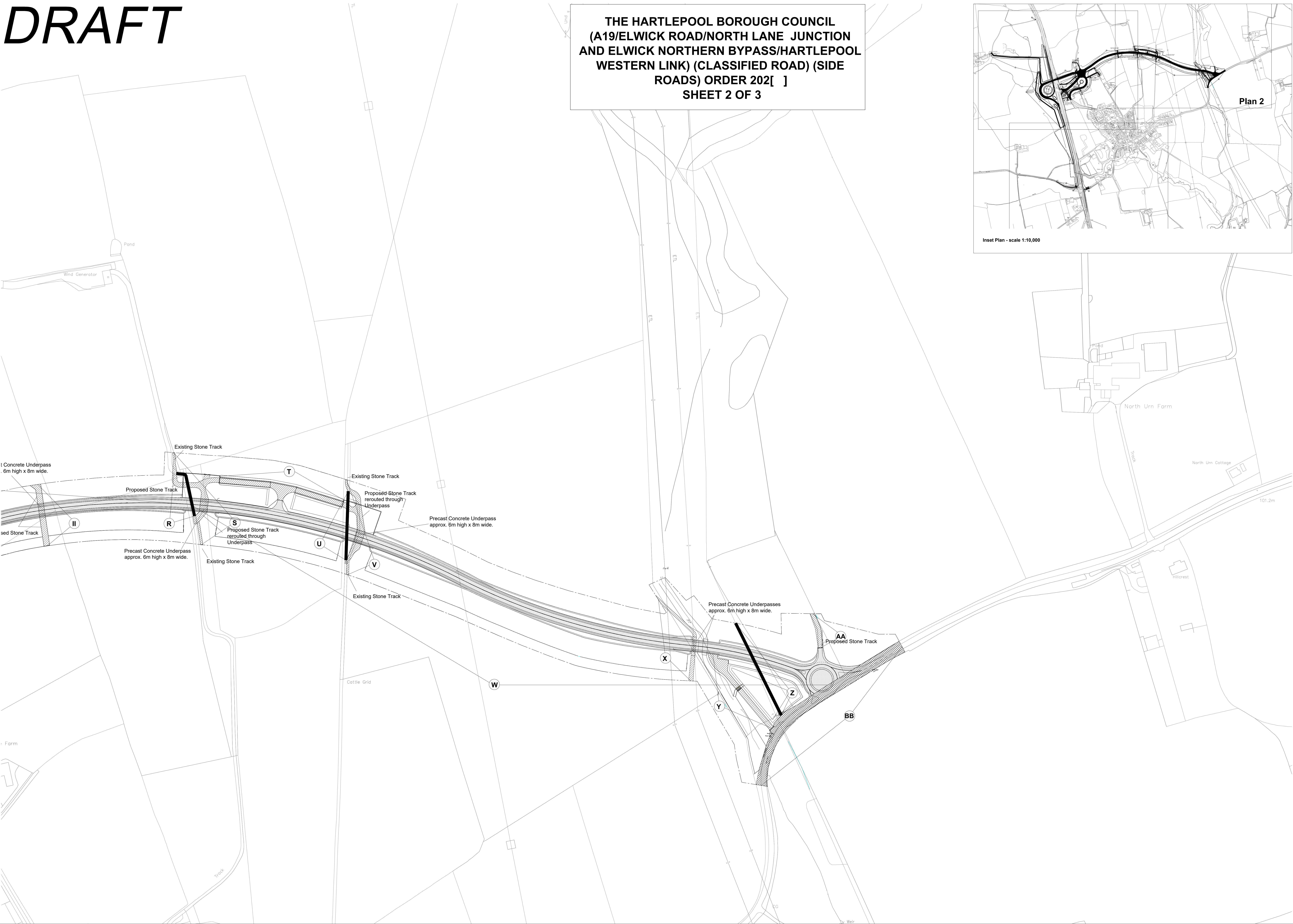
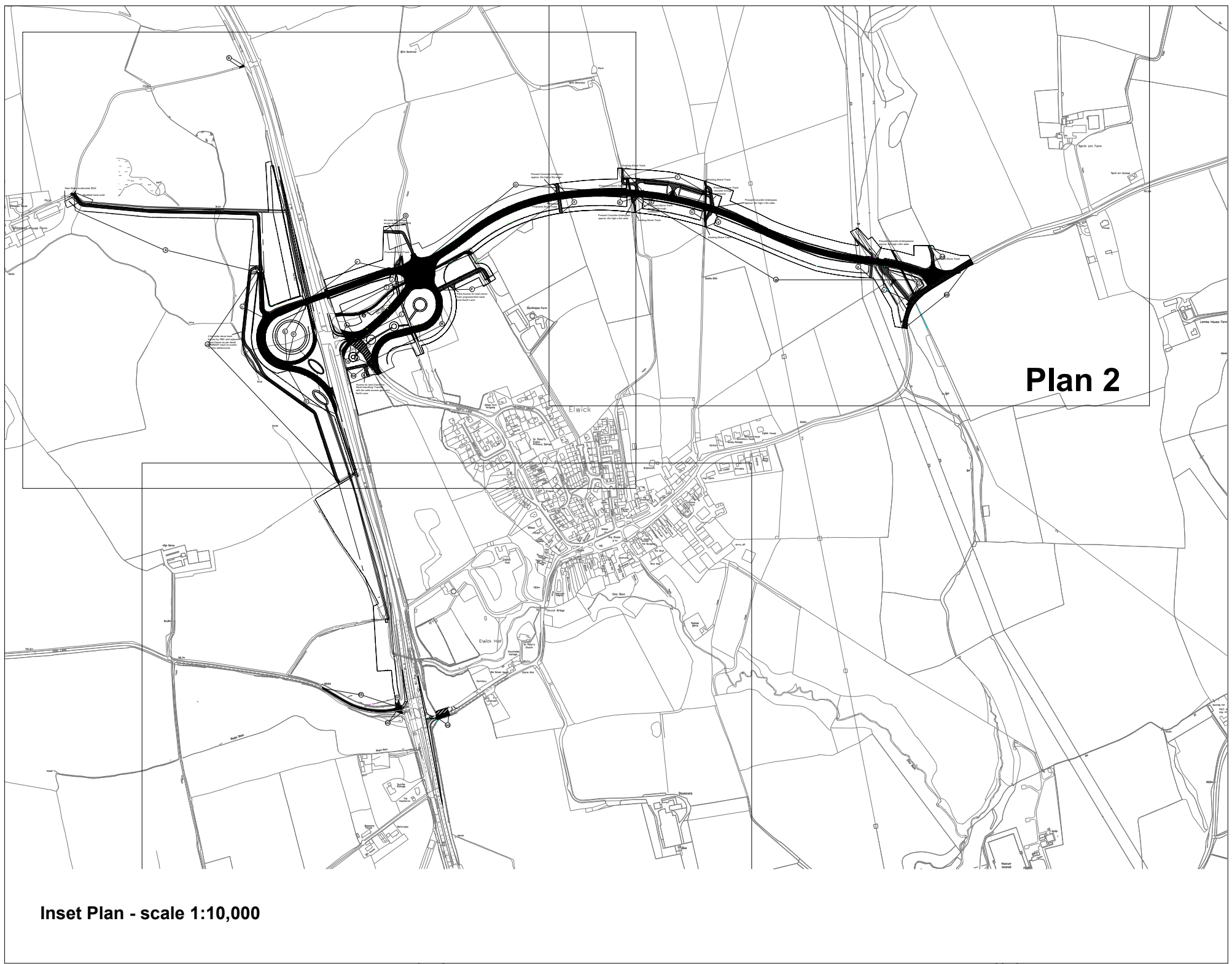
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THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 202[]
SHEET 1 OF 3



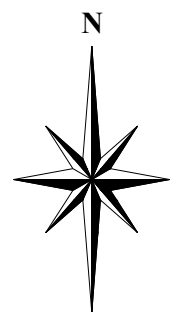
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THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
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WESTERN LINK) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 202[]
SHEET 2 OF 3



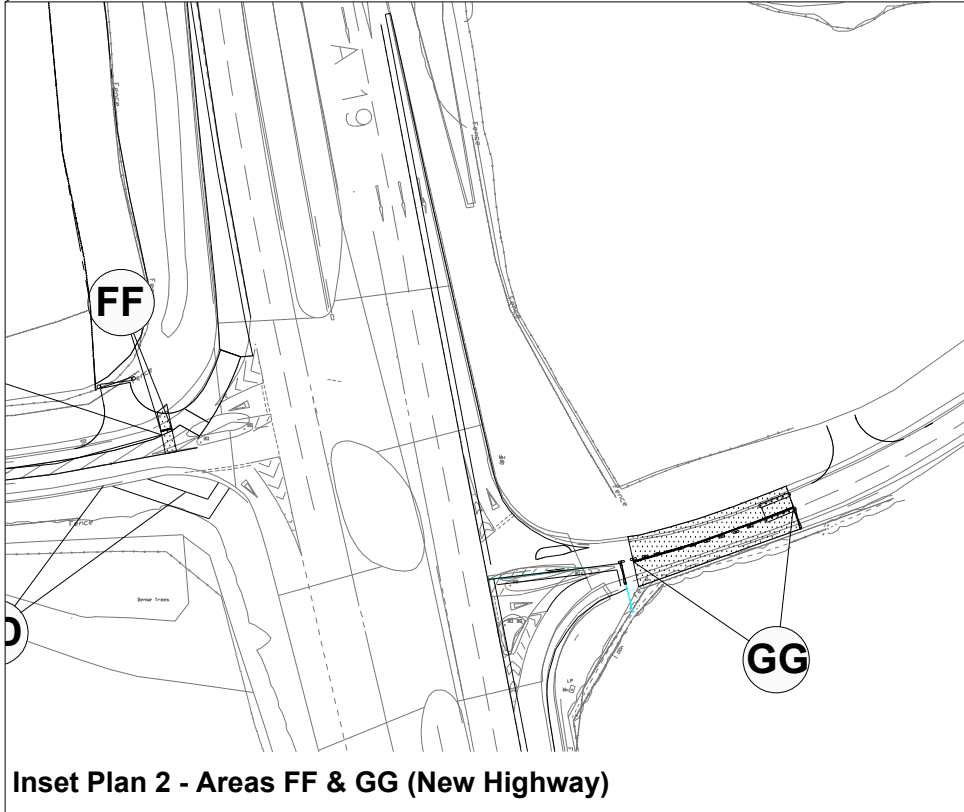
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THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (CLASSIFIED ROAD) (SIDE
ROADS) ORDER 202[]
SHEET 3 OF 3



Plan 3

Inset Plan - scale 1:10,000



Inset Plan 2 - Areas FF & GG (New Highway)

DRAFT 13 NOVEMBER 2025

HIGHWAYS ACT 1980

THE HARTLEPOOL BOROUGH COUNCIL

**(A19/ELWICK ROAD/NORTH LANE JUNCTION AND ELWICK NORTHERN
BYPASS/HARTLEPOOL WESTERN LINK)(SIDE ROADS) ORDER 2026**

The Hartlepool Borough Council ("the Council") on behalf of National Highways under delegated powers pursuant to section 6 of the Highways Act 1980 make this Order in exercise of powers conferred by sections 14 and 125 of the Highways Act 1980 and all other powers enabling them in that behalf:

1.

- (1) The Council is authorised in relation to that length of the A19 road to carry out the following works at or in the vicinity of the A19 Trunk Road and the classified roads known as North Lane, Church Bank, and Coal Lane in the Parish of Elwick, Hartlepool:
 - (a) improve the lengths of the Trunk Road named in the Schedules and shown on the corresponding Site Plan by cross hatching;
 - (b) stop up each length of the Trunk Road described in the Schedules and shown on the corresponding Site Plan by zebra hatching; and
 - (c) stop up each private means of access to premises described in the Schedules and shown on the corresponding Site Plan by a solid black band;
- (2) Each Site Plan shows the works indicated in the respective Schedule and has the same number as that Schedule, and the route of the Trunk Road is shown in relation to the works shown on each Site Plan.

2. Where immediately before a length of the Trunk Road is stopped up in pursuance of this Order there is under, in, on, over, along or across that highway any apparatus of statutory undertakers or any telecommunications code system operator then, subject to section 21 of the Highways Act 1980, those undertakers, or that operator, as the case may be, shall continue to have the same rights as respects that apparatus as they had immediately before the stopping up took place.

3. In this Order:

- (1) Distances are measured along the route of the relevant highway or private means of access to premises, as the case may be;
- (2) A reference to a Schedule or Site Plan number is a reference to the Schedule or Site Plan so numbered;
- (3)
 - (a) "the Council" - means Hartlepool Borough Council

Appendix C

- (b) "existing access" means a private means of access to premises authorised by this Order to be stopped up
- (c) "improvement" - in relation to a highway includes raising, lowering or otherwise altering that highway, and "improved" shall be construed accordingly;
- (d) "schedule" - means a Schedule to this Order, and "Schedules" shall be construed accordingly;
- (e) "Site Plan" - means one of the plans contained in the Plan Folio marked The Hartlepool Borough Council (A19/Elwick Road/North Lane Junction and Elwick Northern Bypass/Hartlepool Western Link)(Side Roads) Order 2026 (Sheets 1-2)
a duplicate has also been deposited at the offices of the Secretary of State for Transport.
- (f) "Trunk Road" means the A19 trunk road

4. This Order shall become operative on the date on which notice that is has been confirmed by the Minister is first published in accordance with paragraphs 1 and 4 of Schedule 2 to the Highways Act 1980.
5. This Order may be cited as the (A19/Elwick Road/North Lane Junction And Elwick Northern Bypass/Hartlepool Western Link)(Side Roads) Order 2026.

SCHEDULE 1**A19/Elwick Road/North Lane Junction
and Elwick Northern Bypass/Hartlepool
Western Link****Sheet 1 of 2****Highway to be Improved**

Trunk Road on the northbound direction at a point [] metres north / north west of Coal Lane in a north-westerly direction for a distance of [] metres – a []m section of Trunk Road to be improved upgrading the access off and onto the A19 from the new Elwick Northern Bypass / Hartlepool Western Link road (marked A on Sheet 1).

Trunk Road on the southbound direction at a point [] metres north north west of North Lane in a south-easterly direction for a distance of [] metres – a []m section of Trunk Road to be improved upgrading the access off and onto the A19 from the new Elwick Northern Bypass / Hartlepool Western Link road (marked B on Sheet 1).

Trunk Road on the central reservation at a point [] metres east of the private access track from the northbound A19 highway to Middleton House Farm for a distance of [] metres – a []m section of Trunk Road to be improved in conjunction with the provision of new accesses off and onto the A19 from the new Elwick Northern Bypass / Hartlepool Western Link road (marked F on Sheet 1).

Trunk Road on the northbound direction at a point [] metres immediately adjacent to the private access track from the northbound A19 highway to Middleton House farm for a distance of [] metres – a []m section of Trunk Road in conjunction with the provision of new access off and onto the A19 from the new Elwick Northern Bypass / Hartlepool Western Link road (marked G on Sheet 1).

<u>Highway to be Stopped Up</u>	<u>Reference Letter of New Highways</u>
Trunk Road from a point [] metres north north west of its junction with North Lane in an westerly direction for a distance of [] metres (marked [] on Sheet 1)	[]
Central reservation gap on the Trunk Road from a point [] metres north north west of its junction with North Lane in an westerly direction for a distance of [] metres (marked [] on Sheet 1)	[]

Appendix C

<u>Private Means of Access to be Stopped Up</u>	<u>Reference Letter of New Accesses</u>
A section of the access track from the northbound A19 highway to Middleton House Farm, for [] metres westwards from its junction with the A19 (marked [] on Sheet 1).	[]
Access track from the south bound A19 highway to Martindale Farm, a distance of [] metres (marked [] on Sheet 1).	[]
North Lane from a point [38 metres] south east of its junction with the A19 in a south-easterly direction for a distance of [61] metres (marked H on Sheet 1)	[]

SCHEDULE 2

**A19/Elwick Road/North Lane Junction
and Elwick Northern Bypass/Hartlepool
Western Link**

Sheet 2 of 2

Highway to be Improved

Trunk Road on the northbound direction at Coal Lane Junction in a north-westerly direction for a distance of [] metres – a []m section of Trunk Road to be improved in conjunction with changes to the access off and onto the A19 from Coal Lane (marked C on Sheet 2).

Trunk Road in the central reservation [insert description] at Coal Lane Junction in a north-westerly direction for a distance of [] metres – a []m section of Trunk Road to be improved following the closure of the access off and onto the A19 from Coal Lane (marked D on Sheet 2).

Trunk Road on the southbound direction Church Bank junction in a south easterly direction for a distance of [] metres – a []m section of Trunk Road to be improved following the closure of the access off and onto the A19 from Church Bank (marked E on Sheet 2).

<u>Highways to be Stopped Up</u>	<u>Reference Letters of New Highways</u>
Central reservation gap on the Trunk Road from a point [] metres east of its junction with Coal Lane in an easterly direction for a distance of [] metres (marked [] on Sheet 2)	[]
Trunk Road on the northbound direction at Coal Lane Junction in a north-westerly direction for a distance of [] metres (marked [] on Sheet 2)	[]
Trunk Road on the southbound direction Church Bank junction in a south easterly direction for a distance of [] metres (marked [] on Sheet 2)	[]

Appendix C

<u>Private Means of Access to be Stopped Up</u>	<u>Reference Letters of New Accesses</u>
Access Track from Elwick Road to land at North Farm, a distance of 92 metres (marked Z on Sheet 2).	AA
-	T
-	X
-	Y

DRAFT

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Given under the Common Seal of the Borough of Hartlepool on the
Day of 2026

THE COMMON SEAL OF
the Borough of Hartlepool

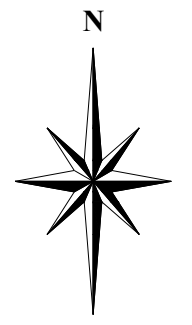
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Authorised Signatory

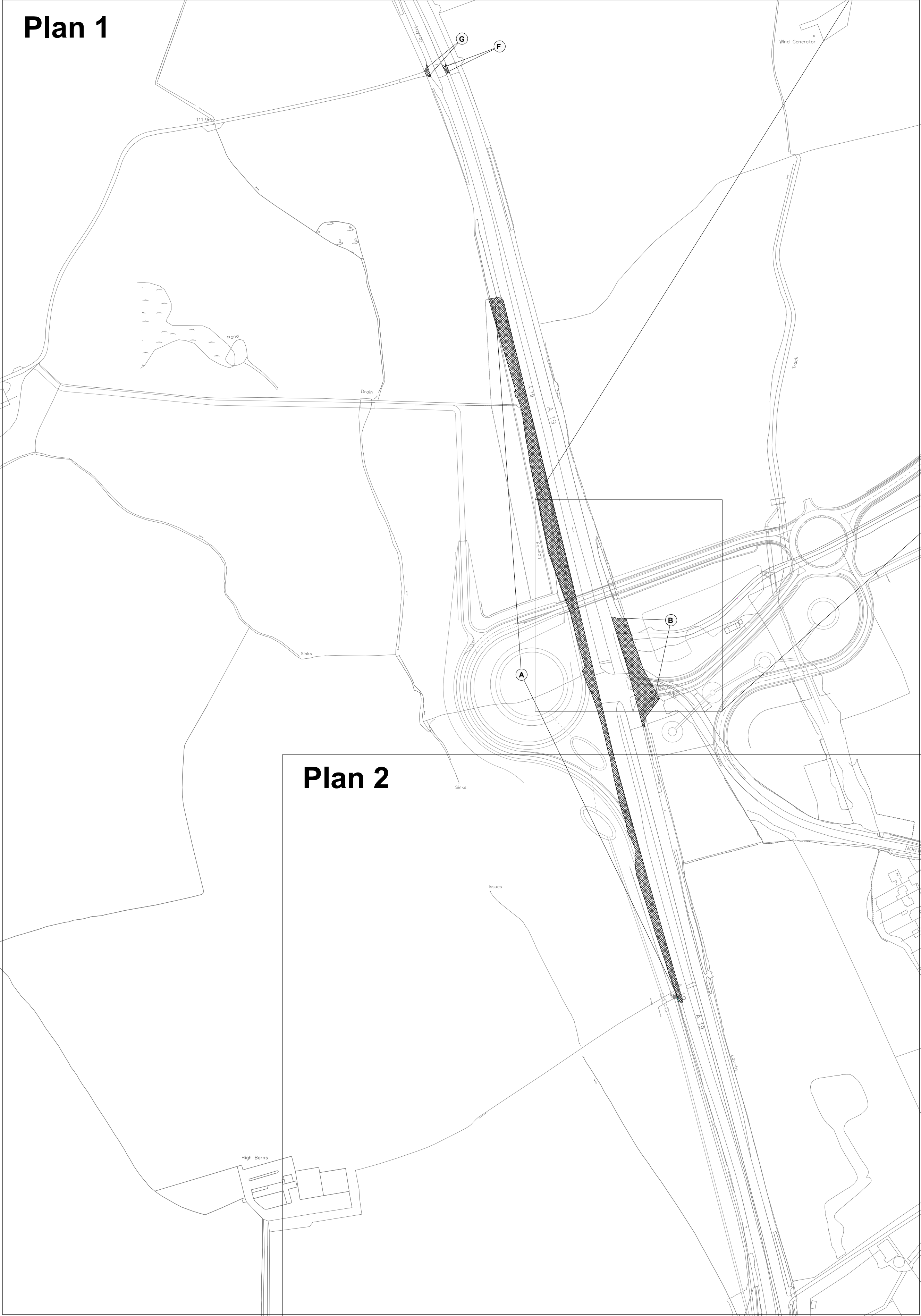
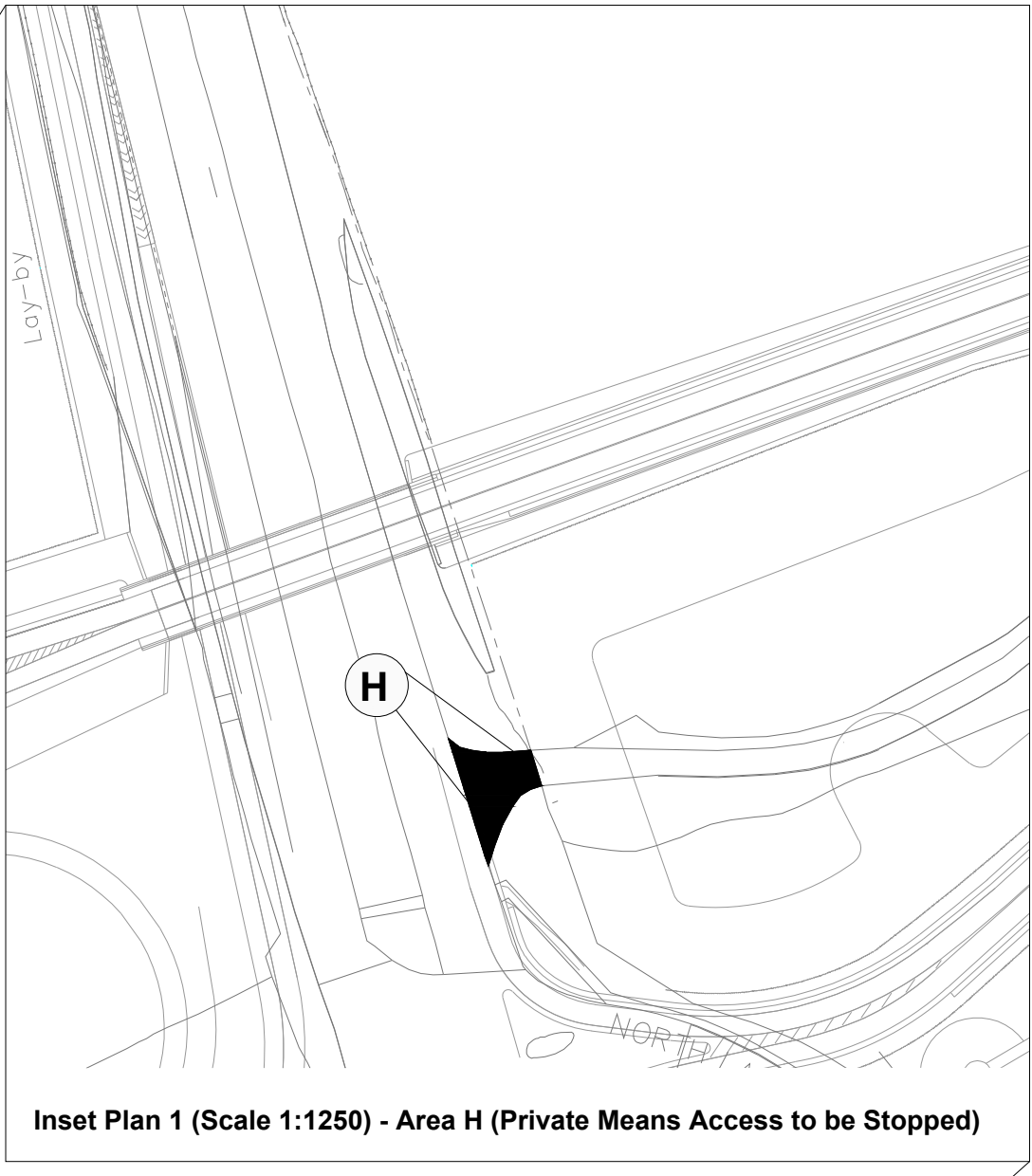
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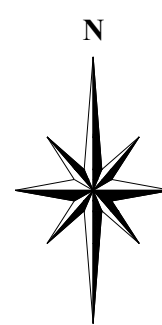
THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (SIDE ROADS) ORDER 202[]



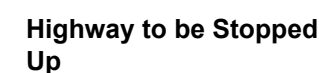
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- Highway to be Stopped Up
 - Highway to be Improved
 - New Highway
 - Private Means Access to be Stopped
 - New Means of Access
 - Watercourse to be Diverted
 - New Watercourses



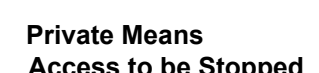
**THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (SIDE ROADS) ORDER 202[]
SHEET 1 OF 2**



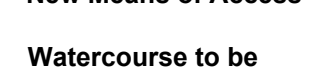
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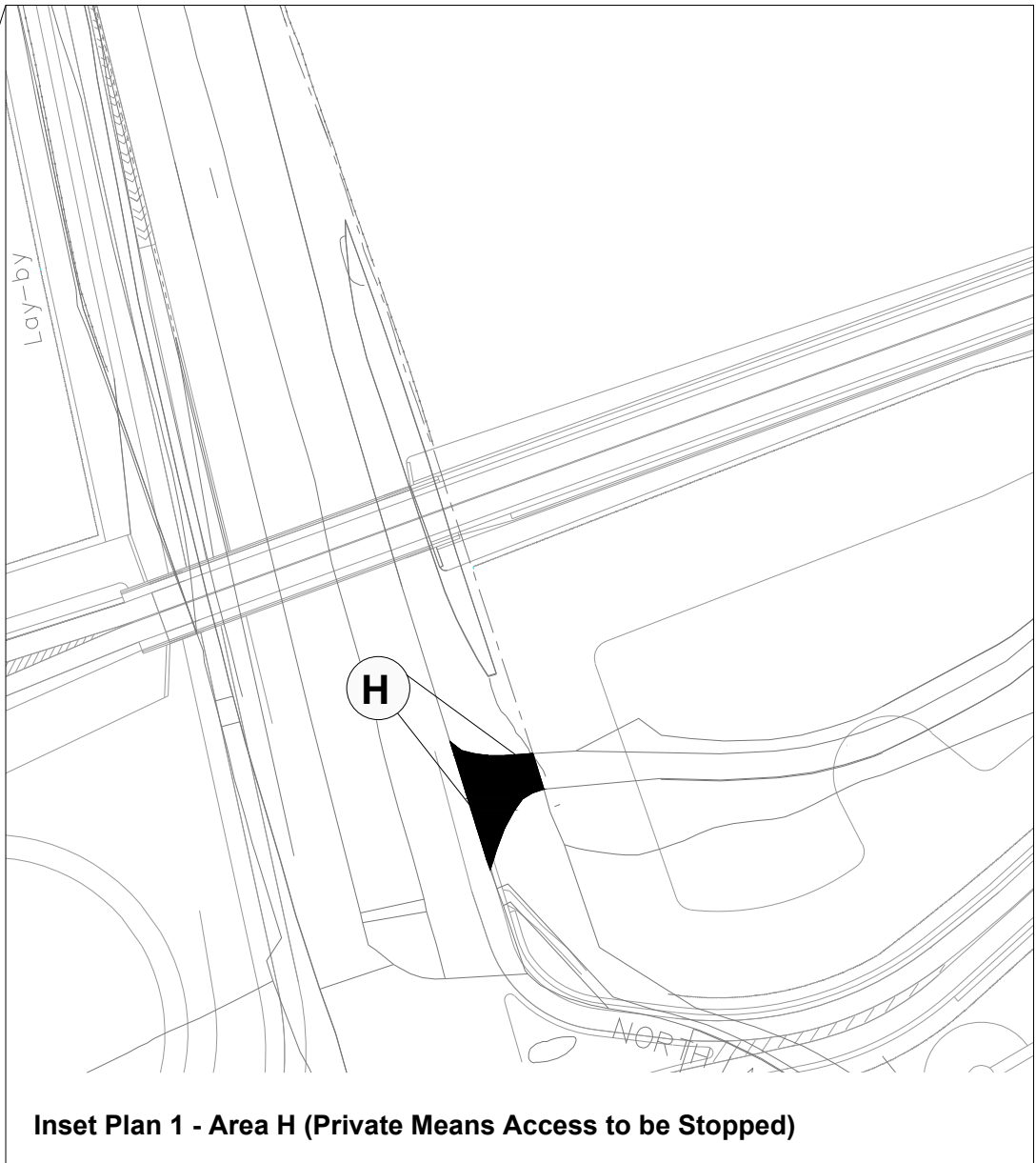
New Highway



New Means of Access



Diverted



Inset Plan 1 - Area H (Private Means Access to be Stopped)

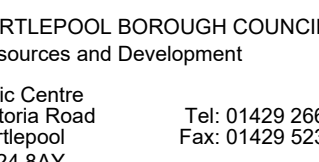


Plan 1

Inset Plan - scale 1:10,000

LOCATION	Elwick Bypass, Hartlepool
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DEED PACKET



DRAWN BY C

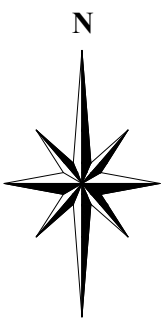
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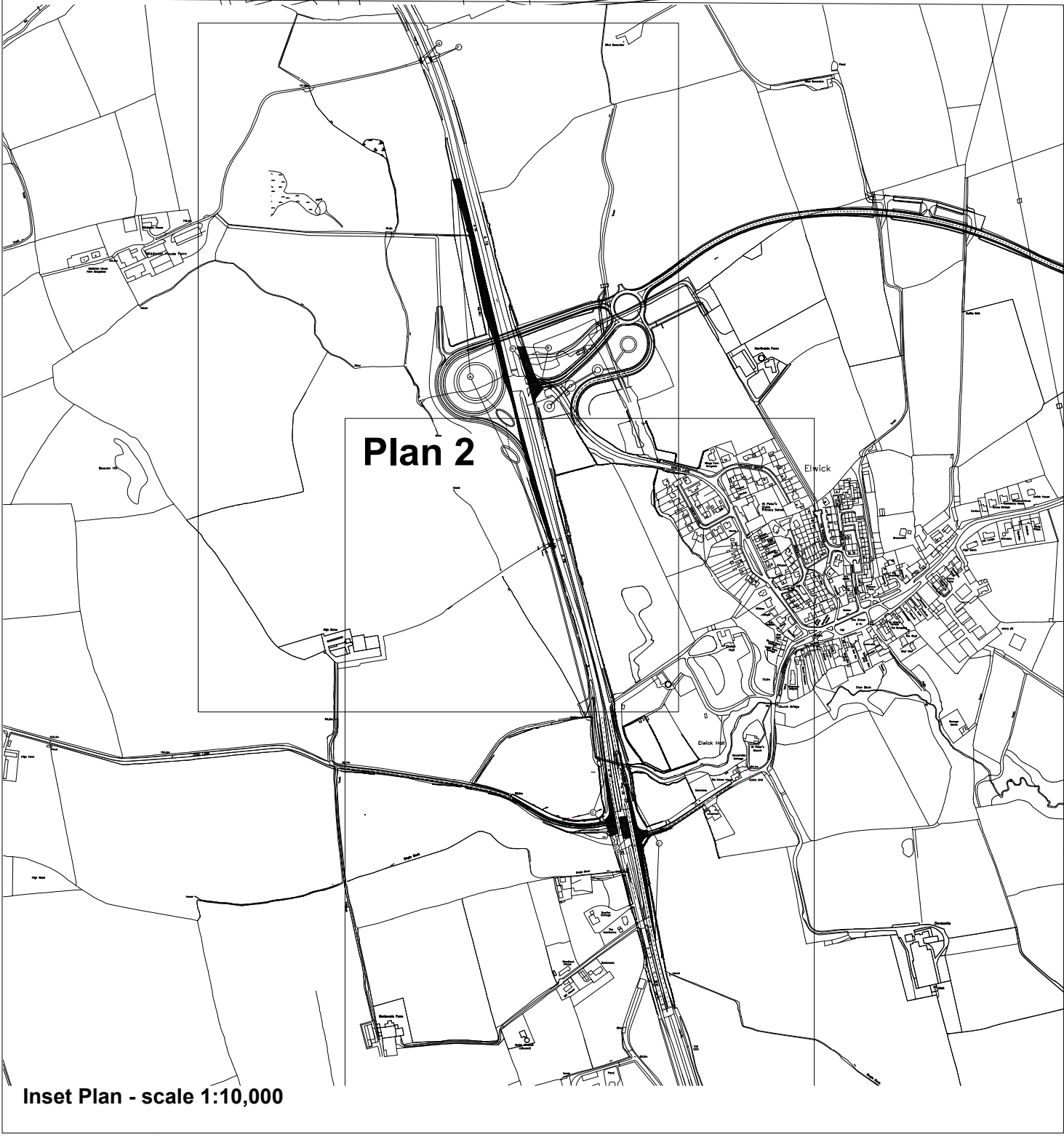
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THE HARTLEPOOL BOROUGH COUNCIL
(A19/ELWICK ROAD/NORTH LANE JUNCTION
AND ELWICK NORTHERN BYPASS/HARTLEPOOL
WESTERN LINK) (SIDE ROADS) ORDER 202[]
SHEET 2 OF 2



- KEY
- Highway to be Stopped Up
 - Highway to be Improved
 - New Highway
 - Private Means Access to be Stopped
 - New Means of Access
 - Watercourse to be Diverted
 - New Watercourses



LOCATION Elwick Bypass, Hartlepool	
DEED PACKET	
 HARTLEPOOL BOROUGH COUNCIL Resources and Development Civic Centre Victoria Road Hartlepool TS24 6AY Tel: 01429 266522 Fax: 01429 523899	
DRAWN BY CS	DATE 02/05/23
SCALE 1:1250 @ A0	
DRWG NO A19 SRO/02	

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DATED _____ **20**

NATIONAL HIGHWAYS LIMITED

and

HARTLEPOOL BOROUGH COUNCIL

AGREEMENT

**pursuant to section 6 and section 8 of
the Highways Act 1980
relating to highway works at
A19 for the Elwick Road/ North Lane
Junction and Elwick Road/Hartlepool
Western Link Project**

THIS AGREEMENT is made this day of 20
BETWEEN

- 1 **NATIONAL HIGHWAYS LIMITED** registered in England and Wales with
company number 09346363 of Bridge House 1 Walnut Tree Close Guildford
Surrey GU1 4LZ ("**National Highways**"); and
- 2 **HARTLEPOOL BOROUGH COUNCIL** of Civic Centre, Victoria Road,
Hartlepool, TS24 8AY ("**the Council**")

and collectively referred to as the "Parties" or individually referred to as "the Party"

WHEREAS

- (A) The Council is the local highway authority for the administrative area in which the Scheme is located.
- (B) National Highways is the strategic highways company appointed by the Secretary of State by virtue of the Appointment Order which appoints National Highways as highway authority in respect of all highways within the whole of England and including the A19 Trunk Road to which this Agreement applies.
- (C) National Highways are exercising the powers given to it under section 6 and 8 of the Act and other enabling powers detailed in clause 2.1 of this Agreement to authorise the carrying out of certain of its functions in accordance with the terms of this Agreement by the Council and pursuant to section 8 of the Act, National Highways and the Council have agreed to the apportionment of costs and expenses incurred pursuant to this Agreement as set out in this Agreement.
- (D) The Scheme involves carrying out the Works that will include alterations modifications and improvements to the Trunk Road.
- (E) Planning permission has been granted for the Scheme by the Council under application number H/2023/0057 on 18 January 2024.
- (F) The Works will require the making of orders under the Act including the Road Orders to enable the Scheme to be brought forward. These orders will be brought forward by the Council including the Road Orders which will be bought forward pursuant to the delegation provided in this Agreement.
- (G) As part of the Scheme the Council is proposing to construct a new highway that will pass over the Trunk Road and pursuant to section 24 of the Act National Highways gives its approval to the construction of such new highway which shall connect to the Trunk Road
- (H) The Council intends to design, fund and carry out the Scheme and National Highways has agreed to authorise the Council to carry out the Works subject to the terms and conditions of this Agreement.

NOW IT IS AGREED AS FOLLOWS:

1 Definitions

- 1.1 In this Agreement the following expressions unless the context otherwise requires have the following meanings:

“Act” means the Highways Act 1980 (as amended);

“Adjacent Areas” means the land (or part thereof) adjacent to the Works as shown edged red on drawing [] annexed hereto or such other areas as may be agreed in writing from time to time between National Highways and the Council;

“Administration Fee” means the fee payable as part of the National Highways costs pursuant to clause 13 of this Agreement that represents the internal costs of National Highways in administering the implementation of the Works and the requirements of this Agreement and charged as a flat fee based on the final costs of the Works;

“Appointment Order” means the appointment of a Strategic Highways Company Order 2015;

“Asset Data” means the information and data required by National Highways for the purposes of updating relevant databases to ensure compliance with National Highways’ Asset Data Management Manual (ADMM) in operation at the relevant time;

“Consents” means approvals, consents, licences, permissions, or registrations (including but not limited to consents required from the local planning authority) in relation to the Scheme or any part of it required to enable the Works to be lawfully carried out and maintained;

“Commuted Sum” means such sum (if any) required by National Highways following approval of the final design of the Works to be used to fund the future cost of maintaining or replacing the Works;

“Completion Certificate” means the certificate issued by the National Highways project manager to certify that the Works have been completed in accordance with clause 7 of this Agreement;

“Construction Contract” means the contract for the construction of the Scheme;

“DMRB” means the Design Manual for Roads and Bridges published by National Highways and any amendment to or replacement of it for the time being in force save to the extent they are a departure from such standards and have been approved by National Highways;

“Effective Date” means the date of this Agreement;

"Final Certificate" means a final certificate to be issued by the National Highways' project manager when the Maintenance Period has expired;

"Initial Deposit" means the estimated sum payable to National Highways pursuant to clause 13.2 of this Agreement to cover all initial stages of work until such time as the cost of the Works and the costs of National Highways payable pursuant to clause 13 of this Agreement can be estimated;

"National Highways Project Manager" means the person nominated by National Highways to facilitate the Works throughout the design and construction of the Scheme and to be notified to the Council prior to the commencement of the Works or such replacement officer as may from time to time be appointed and notified to the Council;

"Inquiry" means a public inquiry that may be held in relation to either or both of the compulsory acquisition of land required for the carrying out of the Scheme or the Road Orders.

"Licence" means the licence dated 1 April 2015 issued pursuant to the Infrastructure Act 2015 setting out the Secretary of State for Transport's statutory directions and guidance to National Highways;

"Maintenance Period" means a period of not less than 52 weeks from the date of issue of the Completion Certificate ending at the issue of the Final Certificate during which the Council is required to maintain the Works;

"Planning Permission" means the permission granted for the Scheme by the Council on 18 January 2024 under reference number H/2023/0057 or any variations thereof pursuant to sections 96A or 73 of the Town and Country Planning Act 1990;

"Programme" means the programme for the carrying out of the Works or such updated programme as the Parties may agree from time to time both Parties acting reasonably;

"Proposed Trunk Road" means that part of the Scheme that is agreed between the parties subsequent to the date of this Deed that is to become part of the Trunk Road;

"Road Orders" means the orders pursuant to sections 14 and 125 of the Act required for the carrying out of the Works;

"Scheme" means the road improvement scheme comprising the construction of a new grade separated junction comprising erection of bridge structure and of new highway north of Elwick Village linking to the existing highway with associated hard and soft landscaping, drainage features and ancillary works as shown on drawing [] annexed hereto.

"Section 10 Order" means an order to be made by the Secretary of State pursuant to section 10 of the Act directing that the Proposed Trunk Road shall become part of the Trunk Road;

"Streetworks Coordinator" means the party who has the duty to coordinate the execution of works and the use of the highway by traffic for the Scheme in accordance with section 59 of the New Roads and Street Works Act 1991;

"Traffic Management Measures" means the measures required to ensure the proper management of traffic during the construction of the Works in accordance with the provisions of section 16 and section 17 of the Traffic Management Act 2004 which must include (but are not limited to) the signing of diversion routes reasonably anticipated to be used by the public during the Scheme construction;

"Trunk Road" means the A19 at Elwick;

"Works" means the works to the Trunk Road pursuant to the Planning Permission which form part of the Scheme as described in Schedule 2 and shown edged blue on drawing numbers PR568/NHI (1 of 2) and PR568/NHI (2 of 2) annexed hereto.

- 1.2 Clause, Schedule and paragraph headings do not affect the interpretation of this Agreement.
- 1.3 The Schedules form part of this Agreement and have effect as if set out in full in the body of this Agreement. Any reference to this Agreement includes the Schedules.
- 1.4 Any reference to a statute or statutory provision includes a reference to that statute or statutory provision as amended extended or re-enacted and to any regulation, order, instrument or subordinate legislation under the relevant statute or statutory provision.
- 1.5 Words importing one gender must be read and construed to include any other gender.
- 1.6 Unless the context otherwise requires, words importing the singular include the plural and vice versa.
- 1.7 Reference to any person includes any reference to a body corporate unincorporated association or a partnership and vice-versa.
- 1.8 Reference to any right exercisable by any Party hereunder must be construed as including (where appropriate) the exercise of such right by all other persons having a like right.
- 1.9 References to a statute or a provision of a statute include any statute or provision of a statute amending consolidating or replacing it for the time being in force.

- 1.10 Words denoting an obligation on a party to do any act matter or thing include an obligation to procure that it be done and words placing a party under a restriction include an obligation not to permit or to allow infringement of the same.
- 1.11 Any words following the terms including, include, in particular, for example or any similar expression must be construed as illustrative and must not limit the sense of the words, description, definition, phrase or term preceding those terms.

2 Statutory Provisions

- 2.1 This Agreement is made pursuant to Section 6 and Section 8 of the Act, and is further entered into by National Highways pursuant to the Infrastructure Act 2015 and the powers given to it under the Licence and the Delegation of Functions (Strategic Highways Companies) (England) Regulations 2015.

3 Exercise of Highway Authority Functions

- 3.1 National Highways authorises the Council to carry out the Works as agent of National Highways at its own expense and at no cost to National Highways.
- 3.2 National Highways agrees that from the Effective Date until the issue of the Final Certificate the exercise of its functions as highway authority in respect of the Works are delegated and allocated to the Council.
- 3.3 The authority given to the Council under clause 3.1 and clause 3.2 includes but is not limited to:
- (a) National Highways' functions relating to the maintenance, improvement or other dealing with the Trunk Road in respect of the Works and for the construction of the Works subject to the issue of the Authorisation;
 - (b) the promotion of the Road Orders on the terms set out in Schedule 1 of this Agreement;
- 3.4 The Parties shall at all times co-operate with each other to enable the Works to be carried out promptly effectively and without undue disruption to the existing highway network and in particular shall assist each other in the promotion and publication of any necessary traffic regulation orders and dealing with any other statutory requirements including those of any utility companies.
- 3.5 The Council must keep National Highways fully informed as to the progress of the Road Orders, (including during any Inquiry that may arise) including any compulsory purchase order and side roads order that the Council make in respect of the Scheme.
- 3.6 In the event that an Inquiry is required, National Highways must provide such reasonable support to the Council as the Parties may consider appropriate.

4 Obligations in relation to the carrying out of the Works

- 4.1 Prior to commencing the Works the Council must obtain the written approval of National Highways to the design of the Works and the Programme substantially in the form of the authorisation at Annexure 2 of this Agreement ("**Authorisation**") and must obtain the approval of National Highways of the expenditure to be incurred by the Council in respect of the Works in its discharge of the functions carried out by it pursuant to this Agreement.
- 4.2 Prior to commencing the Works the Council shall obtain a confirmed Section 10 Order from the Secretary of State as referred to in clause 11 below
- 4.3 The Council must obtain the relevant Consents for the Works and must carry out the Works in compliance with the Consents.
- 4.4 The Council must exercise all functions herein with reasonable skill and care.
- 4.5 The Council must:
- (a) ensure that all road safety audits and other mandatory reports are carried out in accordance with DMRB, including GG119 (Road Safety Audit) and GG 142 (walking cycling and horse riding assessment) (or such updated or revised standards as may be published from time to time);
 - (b) construct the Works in accordance with the Manual of Contract Documents for Highway Works and the DMRB;
 - (c) comply with any reasonable requirement of National Highways as to the manner in which the Works are to be carried out;
 - (d) carry out the Works in accordance with the Programme unless otherwise agreed in writing (both parties acting reasonably);
 - (e) carry out and complete the Works to the reasonable satisfaction of National Highways;
 - (f) obtain approval in advance from National Highways for occupancy of the Trunk Road required for the carrying out of the Works in accordance with National Highways' Asset Management Operational Requirements (AMOR) including Network Occupancy Management System (NOMS) used to manage road space bookings and network occupancy; and
 - (g) collect and provide to National Highways the Asset Data.
- 4.6 The Council must notify National Highways of alterations to the Works prior to implementing such alteration and must not make any material alteration to the Works without the prior written consent of National Highways, such consent not to be unreasonably withheld or delayed.
- 4.7 The Council must give National Highways not less than 14 days' notice of any access to any road or lane space required for the execution of the Works.

- 4.8 The Council must in the execution of the Works take such precautions for the protection of public and private interests as would be incumbent on National Highways if it were the Highway Authority.
- 4.9 The Council shall act as the Streetworks Coordinator for the Scheme. It must carry out the Traffic Management Measures associated with the Scheme PROVIDED THAT the Council shall first seek the approval of National Highways with regard to timings of all Traffic Management Measures required for the Works.

5 Procurement of the Works

- 5.1 In carrying out the procurement and tender process to secure the contract for the construction of the Works the Council must comply with any reasonable directions of National Highways as to the terms of the contract to be entered into by the Council for carrying out the Works.
- 5.2 The Council must provide draft copies of all procurement documentation including the tender and the contract documents to National Highways.
- 5.3 The Council must include any additional requirements National Highways submit for inclusion in the tender and the contract documents provided that such additional requirements are provided without unreasonable delay.

6 Site meetings and inspections

- 6.1 The Council must provide National Highways with copies of documents, correspondence, data and other information as National Highways may from time to time reasonably require.
- 6.2 The Council must give the National Highways Project Manager not less than 5 working days' notice (or in cases of emergency then as much notice as is reasonably possible) of all site meetings and must allow the National Highways Project Manager and other representatives of National Highways to attend all site meetings.
- 6.3 The Council must allow National Highways access to the Works and the Adjacent Areas of the Scheme at any such time as National Highways may reasonably require upon at least 5 working days prior notice for the purpose of viewing the state and progress of the Scheme in order to determine whether the Scheme, and in particular the Works, are being carried out in accordance with the requirements of this Agreement and the Council must take proper consideration of any representations made by National Highways in respect of such.

7 Completion of the Works

- 7.1 When the Council considers that the Works have reached completion (which must include the carrying out of a Stage 3 safety audit in accordance with the DMRB and the requirements of National Highways and the completion of works resulting from the audit) it must notify National Highways and allow National Highways the opportunity to inspect the Works.

7.2 Following an inspection of the Works referred to at clause 7.1 above and completion of any remedial works identified by National Highways, National Highways shall issue the Completion Certificate provided that the Works have been completed to National Highways reasonable satisfaction and in accordance with the terms of this Agreement.

7.3 On completion of the Works and following the issue of the Completion Certificate, the Council must provide a copy of the following items to National Highways:

- (a) the health and safety file (produced in accordance with the requirements of the Construction (Design and Management Regulations) 2015; and
- (b) the Asset Data

7.4 From and including the date of issuing the Completion Certificate the Works shall be available for use as a public highway.

8 Maintenance Period

8.1 The Maintenance Period begins upon the date of the Completion Certificate.

8.2 During the Maintenance Period the Works must be maintained by the Council to the reasonable satisfaction of National Highways until:

- (a) an as-built record of the finished works has been undertaken by the Council and submitted to National Highways such survey must show all above ground apparatus, including all street lights, signs, markings, poles, columns, boxes, cabinets, covers, drainage gullies, expansion joints, and safety rails structures on a survey base;
- (b) copies of the recorded location of all as-constructed below ground statutory and highway authority controlled apparatus has been submitted to the Council and National Highways;
- (c) all defects identified through joint inspection and comprising matters within the scope of the Works have been remedied and all timescales for the Maintenance Period have expired in accordance with the provisions of clause 9 below; and
- (d) the Final Certificate has been issued in accordance with the provisions of clause 9 below.

9 Final Certificate

9.1 No earlier than 52 weeks from the date of issue of the Completion Certificate and provided that:

- (a) all identified defects requiring remediation have been completed such that the Council consider the Final Certificate may be properly issued; and

- (b) a Stage 4 safety audit has been carried out (if such Stage 4 safety audit is required under DMRB and any additional works, alterations or amendments to the Works reasonably required as a result of the Stage 4 safety audit are completed);

the Council shall notify National Highways in writing and give National Highways an opportunity to inspect the Works.

9.2 Following the inspection of the Works referred to at clause 9.1, National Highways shall issue the Final Certificate provided that:

- (a) all additional works, alterations or amendments to the Works reasonably required as a result of the Stage 4 safety audit are completed;
- (b) any additional works necessary to remediate any defects identified during the Maintenance Period have been completed;
- (c) the Asset Data has been provided; and
- (d) all fees payable pursuant to this Agreement, including the Commuted Sum (if required), have been paid to National Highways.

10 Reallocation of Functions

10.1 Following the issue of the Final Certificate National Highways shall maintain the Works [other than those parts of the Works that the Council shall maintain pursuant to clause 10.3 below].

10.2 Following the issue of the Final Certificate National Highways shall maintain the bridge structure that runs over the Trunk Road which includes the piled foundations (including pile cap), support pillars, bridge deck, water proofing layer and parapets as shown coloured [] on drawing [] at their own expense.

10.3 Following the date of its construction, the Council shall maintain the carriageway on the bridge structure referred to at clause 10.2 above, which is above the waterproofing layer, at their own expense which shall become highway maintenance at the public expense. For the avoidance of doubt the Council shall be the highway authority for the bridge surfacing.

10.4 The Council shall indemnify National Highways against any actions, charges, claims, costs, expenses, losses, damages, demands, liabilities and proceedings arising out of any breach or non-observance by the Council or its maintenance obligations in clause 10.3 above.

10.5 In the event that National Highways considers a further agreement is required relating to the allocation and maintenance functions in respect of the Works:

- (a) National Highways shall notify the Council in writing that such further agreement is required; and

- (b) the Council and National Highways shall enter into a further agreement under section 6 or 8 of the Act to allocate agreed responsibility prior to the commencement of Works; and
 - (c) For the avoidance of doubt, where such written notice has been issued pursuant to clause 10.5(a) above, National Highways shall not issue the Authorisation until such agreement has been entered into
- 10.6 In the event that further agreements relating to the allocation and maintenance functions in respect of the completed Works are required, the Council and National Highways agree to enter into further agreements under Section 6 or 8 of the Act to allocate agreed responsibility.

11 Section 10 Orders

- 11.1 Before the commencement of the Works, the Council and National Highways will agree the Proposed Trunk Road.
- 11.2 The Council will before the commencement of the Works instruct the Secretary of State to make the Section 10 Order and obtain an order from the Secretary of State in this regard.
- 11.3 The Council will obtain National Highways prior approval and consent before any instruction is made to the Secretary of State for the Section 10 Order, such consent not to be unreasonably withheld or delayed.
- 11.4 The Council must notify National Highways of the making and confirmation of the Section 10 Order above within 7 days of the making or confirmation of the Section 10 Order
- 11.5 National Highways agree to provide support to the Council's instruction for the Section 10 Order
- 11.6 The Council shall keep National Highways informed as to the progress of the Section 10 Order including during any Inquiry that may arise.
- 11.7 The Council will use all best endeavours to ensure that the Section 10 Order is progressed within a reasonable timescale at each stage of the order-making process.
- 11.8 The Council shall not commence the Works until the Section 10 Order has been confirmed

12 Transfer of land and dedication

- 12.1 National Highways may require any land in the ownership of the Council or acquired by the Council as part of the Scheme which is subject to the Section 10 Order to be transferred to National Highways.
- (a) National Highways shall serve notice on the Council within 4 weeks following the issue of the Completion Certificate if they require any such

land to be transferred to them and identifying by reference to a plan the extent of the land required to be transferred; and

- (b) Any such land identified pursuant to clause 12.1(a) shall be transferred to National Highways within 56 days of the issue of the Final Certificate.

12.2 Land transferred under clause 12.1 must be transferred:

- (a) free of financial charge;
- (b) with vacant possession but subject always to usage rights reflecting the public highway status;
- (c) with full title guarantee; and
- (d) free from encumbrances that would impact on its use as highway.

12.3 The freehold of the land coloured [] on drawing [] shall continue to vest in National Highways but from the date hereof responsibility for the construction of the highway passing over the Trunk Road as identified on the said drawing shall fall on the Council. Pursuant to section 24 of the Act National Highways hereby approve the said highways construction

13 Payment of costs of National Highways

13.1 The Council must pay to National Highways the costs and expenses reasonably and properly incurred by National Highways, prior to costs being incurred by National Highways, in relation to the Works and the implementation of this Agreement including without prejudice to the generality of the following any such costs and expenses in relation to:

- (a) the approval of design work carried out by or on behalf of the Council;
- (b) the carrying out of any supervision of the Works;
- (c) legal expenses and administrative expenses not included in the Administration Fee;
- (d) the Administration Fee;
- (e) legal and administrative costs incurred in relation to any transfer of land pursuant to clause 12 of this Agreement;
- (f) the costs of drafting, negotiating and completing this Agreement;
- (g) the costs incurred by National Highways in relation to supporting the Council before any Inquiry in relation to the Works.

13.2 National Highways must provide to the Council notification of the amount required as the Initial Deposit as soon as reasonably practicable and the Council must pay an amount equal to the sum notified to it within 28 days of receipt of the notification.

- 13.3 National Highways must provide the Council with an estimate of the costs referred to in clause 13.1, including its estimate of the Administration Fee payable, as soon as reasonably practicable following the Effective Date (save for the cost associated with clause 13.1(f) above) and the Council must pay a sum equal to the estimate within 28 days of receipt of the estimate (**Estimated Costs**) and in any event prior to commencing the Works.
- 13.4 If, at any time or times after the payments referred to under clause 13.2 and 13.3 have become due National Highways believes that its costs will exceed the relevant estimate notified to the Council, National Highways may give notice to the Council of the amount it estimates its costs will exceed the relevant estimate (**Excess**) and the Council must pay an amount equivalent to the Excess within 14 days of notification.
- 13.5 As soon as reasonably practicable after the issue of the Final Certificate, National Highways must give to the Council a final account of the costs it has incurred in accordance with clause 13.1 (**Final Account**). Within 28 days of the date of the Final Account:
- (a) if the Final Account shows that a further sum is due to National Highways the Council must pay the sum shown due; and
 - (b) if the Final Account shows that the sum or sums previously paid by the Council have exceeded the costs incurred by National Highways, National Highways must refund the amount shown due to the Council.
- 13.6 Each amount stated to be payable by the Council under or pursuant to this Agreement is exclusive of VAT.
- 13.7 If any VAT is at any time chargeable on any supply made by National Highways under or pursuant to this Agreement the Council must pay National Highways an amount equal to that VAT as additional consideration on receipt of a valid VAT invoice.
- 13.8 If any sums payable under this Agreement are unpaid on the due date then the paying party must pay Interest on the sum outstanding from the due date until the actual date of payment at a rate of one per cent above the rate payable in respect of compensation under section 32 of the Land Compensation Act 1961

14 Payment of a Commuted Sum

- 14.1 The Council must pay the Commuted Sum to National Highways within 14 days of request and in any event prior to the issue of the Final Certificate.

15 Indemnities

- 15.1 The Council hereby indemnify National Highways against any actions, charges, claims, costs, expenses, losses, damages, demands, liabilities and proceedings arising out of any Traffic Management Measures associated with the Works and out of any breach or non-observance by the Council of its obligations in this Agreement relating to the design, construction and

management of the Works (including without limitation any negligent or defective design or construction of the Works), including (but not limited to:

- (a) third party claims for death, personal injury or damage to property;
- (b) statutory or other liability for the safety or security of the working methods, employment practices, protection of the environment and control of pollution; and
- (c) third party claims for unlawful interference with any rights of light, air, support, water, drainage or any other easement or right.

15.2 The Council hereby indemnify National Highways in respect of any claims under Section 10 of the Compulsory Purchase Act 1965, the Land Compensation Act 1973, and any claims for compensation under the Noise Insulation Regulations 1975 arising out of, in connection with or incidental to the carrying out of the Works and the Scheme.

15.3 The Council hereby indemnify National Highways against all costs and expenses properly incurred in complying with its obligations under any statutory provision arising from the construction or use of the Works.

15.4 The indemnification referred to in this clause 15 includes:

- (a) all fees incurred by claimants which National Highways is obliged to pay, and those of National Highways or its agent or contractor in negotiating claims (together with VAT payable on any professional advisors' fees);
- (b) statutory interest payments to claimants and their professional advisors; and
- (c) National Highways' reasonable and proper legal and administrative costs in making the compensation, fees and interest payments.

15.5 The indemnification referred to in this clause 15 does not apply in respect of any actions, charges, claims, costs, expenses, losses, damages, demands, liabilities and proceedings arising out of any act, neglect, default or liability of National Highways.

16 National Highways' Power to Execute the Works in Default

16.1 In the event of any breach of this Agreement or should for any reason the Works not be completed to the reasonable satisfaction of National Highways then at its absolute discretion National Highways may by notice to the Council:

- (a) direct that the Council procure, at its own expense, the carrying out of such works necessary in order for National Highways to be so satisfied, acting reasonably; or

- (b) inform the Council that it intends to carry out such necessary works and the Council hereby indemnify National Highways for its costs (reasonably and properly incurred) in doing so.

16.2 In the event of any breach of this Agreement or should for any reason the Works not be completed to the reasonable satisfaction of National Highways and where National Highways acting reasonably considers it would not be practical to complete the Works, National Highways may:

- (a) by notice to the Council require the Council to procure, at its own expense, reinstatement of the Trunk Road(s) and other land and premises of National Highways disturbed by the Works to their previous condition; or
- (b) inform the Council that it intends to carry out such necessary works of reinstatement of the Trunk Road(s) and other land and premises of National Highways disturbed by the Works to their previous condition itself and the Council hereby indemnify National Highways for its costs (reasonably and properly incurred) in doing so.

17 Notices

17.1 All notices and communications in relation to this Agreement are valid and effectual if dispatched by first class recorded delivery or letter to the Party to whom such notice request demand or other written communication is to be given or made under this Agreement and addressed as follows:

- (a) in the case of the Council to the Executive Director of Development, Neighbourhoods and Regulatory Services at the address recited above;
- (b) in the case of National Highways to the National Highways Project Manager at Great North House, 20 Allington Way, Darlington, DL1 4QB

or such other name and address for service as has been previously notified to the other Party.

18 Settlement of disputes

18.1 In the first instance in the event of a disagreement arising between the Parties, the Parties shall raise the disagreement with their respective Divisional Directors and/ or Chief Executives for further discussion in an effort to reach agreement on the dispute.

18.2 In the event of any dispute or difference arising between the Parties to this Agreement which is not satisfactorily resolved through the means outlined in clause 18.1 in respect of any matter contained in this Agreement such dispute or difference shall be referred to an independent and suitable person holding appropriate professional qualifications to be appointed (in the absence of an agreement) by or on behalf of the president for the time being of the Institution of Civil Engineers and such person shall act as an expert whose decision will be final and binding on the Parties in the absence of manifest error and any costs will be payable by the Parties to the dispute in such proportion as the

expert determines and failing such determination must be borne by the Parties in equal shares.

- 18.3 Any expert howsoever appointed must be subject to the express requirement that a decision is reached and communicated to the relevant Parties within the minimum practicable timescale allowing for the nature and complexity of the dispute and in any event not more than twenty-eight working days after the conclusion of any hearing that takes place or twenty-eight working days following receipt of any file or written representation.

19 General

- 19.1 No consent or approval modification alteration or waiver of any of the provisions of this Agreement except as otherwise herein provided for is effective unless the same is in writing and signed on behalf of the Parties and annexed to this Agreement.
- 19.2 This Agreement contains the entire agreement between the Parties in relation to the Works and the transactions hereby contemplated and all prior or contemporaneous agreements understandings representations and statements whether oral or written are merged herein save as regards any future compliance with any statutory requirements or any subsequent amendments to this Agreement that may from time to time be agreed between the Parties.
- 19.3 Any termination of this Agreement is without prejudice to the rights of the Parties against each other for any breach of this Agreement which occurred before termination.
- 19.4 For the purposes of the contracts (Rights of Third Parties Act 1999) it is agreed and declared that nothing herein confirms any third party rights
- 19.5 This Agreement is strictly personal to each Party who is not be entitled to part with or assign in any way with its interest and obligations under this Agreement unless to a successor body in the case of National Highways.

20 Governing Law

- 20.1 This Agreement and any dispute or claim arising out of or in connection with it or its subject matter or formation (including non-contractual disputes or claims) is governed by and construed in accordance with the law of England and Wales.

21 Counterpart

- 21.1 This Deed may be executed in any number of counterparts, each of which when executed and delivered shall constitute a duplicate original, but all the counterparts shall together constitute the one Agreement. Transmission of the executed signature page of a counterpart of this Agreement by (a) fax or (b) e-mail (in PDF, JPEG or other agreed format) shall take effect as delivery of an executed counterpart of this Agreement. If either method of delivery is adopted, without prejudice to the validity of the agreement thus made, each

Appendix D

party shall provide the others with the original of such counterpart as soon as reasonably possible thereafter. No counterpart shall be effective until each party has executed and delivered at least one counterpart.

IN WITNESS whereof the Parties have executed this document as a Deed delivered the day and year first before written.

DRAFT

SCHEDULE 1

Delegation of functions relating to the Road Orders

DELEGATION OF POWERS IN RESPECT OF ROAD ORDERS

1. The preparation of the Road Order to be made pursuant to section 14 and 125 of the Act, such order to be in a format approved by National Highways.
2. The preparation of all material required in connection with the Road Orders, including but not limited to statements of reasons, scheme drawings and certificates relating to publication and services of necessary notices.
3. Submission of the made section 14 and 125 orders to the Secretary of State for Transport for confirmation.
4. The promotion of the Road Orders, including all notices required to be published and served in connection with the Road Orders.
5. All work dealing with comments, representations and objections.
6. All work dealing with any public inquiry arising out of the Road Orders including but not limited to preparation of the statement of case, proof of evidence and negotiations with objectors.
7. All work required following confirmation of the Road Orders including but not limited to notices required to be published and served in connection with the Road Orders

SCHEDULE 2

(description of works)

1. Construction of grade separated junction and overbridge across the A19 Trunk Road consisting of single span bridge and associated on and off slip roads.
2. Ancillary works to include drainage (land and highway), landscaping and relevant signage.
3. Physical works to prevent the passage of vehicular traffic Southbound on the A19 Trunk Road in respect of the on/off slip roads at Church Bank
4. Physical works to prevent the passage of vehicular traffic Northbound on the A19 Trunk Road in respect of the on slip roads at Coal Lane
5. Associated signage in connection with the new junction

Annexure 1

Drawings

DRAFT

Annexure 2

Form of Authorisation

From: National Highways Limited

To: Hartlepool Borough Council

[date]

**Works at A19 for the Elwick Road/ North Lane Junction and Elwick Road/
Hartlepool Western Link Project - Authorisation**

Pursuant to the Agreement by Deed made under Section 6 of the Highways Act 1980 on [date] between National Highways Limited and yourselves (the “**Agreement**”), we hereby authorise you to proceed with carrying out of the Works in accordance with the terms of the Agreement.

This notice constitutes the Authorisation referred to in clause 4.1 of the Agreement.

Yours faithfully

Duly authorised for and on behalf of National Highways Limited

Executed as a Deed by affixing the
common seal of **HARTLEPOOL**
COUNCIL in the presence of:

..... Authorised Signatory

Executed as a Deed by affixing the
common seal of **NATIONAL**
HIGHWAYS LIMITED in the
presence of:

..... Director or Authorised Signatory

Guidance for completing this form is available in the “Single Impact Assessment: Toolkit for Officers”, available from the Single Impact Assessment page on the intranet at <https://hbcintranet/Pages/Single-Impact-Assessments.aspx>.

Section 1 – Details of the proposed action being considered

1.1 Lead Department:	Neighbourhood and Regulatory Services
1.2 Lead Division:	Strategic Asset Management
1.3 Title of the proposed action:	
A19 / Elwick Road/North Lane junction and Elwick northern bypass / Hartlepool western link project Compulsory Purchase Order (CPO), Side Roads Orders (SROs) and Slip Roads Order (SRO).	
1.4 Brief description of the proposed action:	
<p>The report provides an update on the A19 / Elwick Road / North Lane Junction and Elwick Road / Hartlepool Western Link Project (the Scheme) and requests that permission is given to go through the process to approve to the making of the four orders (CPO, SROs and SRO).</p> <p>The design of the scheme is approved through a planning application, but this current process must be undertaken so that the council can buy the land to facilitate building the road.</p> <p>The proposed action here is to seek agreement to proceed to an inquiry to make four orders so that HBC can facilitate the delivery of a new grade separated junction of the A19 and a link road north of Elwick. Officers discussed the process undertaken to get to CPO and cross-referenced actions with the protected characteristics as set out below.</p> <p>Officers considered that the use of the road will be for all Hartlepudlians and visitors and thus the process and overall outcome will have an impact upon all wards.</p> <p>The project has been widely consulted upon and HBC paperwork and officers do make it clear that if there are barriers to engaging that such barriers can be overcome to ensure everyone has the chance to be involved in the process.</p>	

Hartlepool Borough Council – Single Impact Assessment Form

Appendix E

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1.5 Who else is involved:

Four HBC officers assessed the scheme and agreed to the findings of this assessment
A team of officers are involved in the project as a whole with support from Ward Hadaway and engagement with National Highways.

1.6 Who will make the final decision about the proposed action:

Neighbourhood and Regulatory Services Committee on 8th December 2025 and then Full Council on 11th December.

1.7 Which wards will be affected by the proposed action? Tick all that apply

All wards	<input checked="" type="checkbox"/>	Hart	<input type="checkbox"/>	Seaton	<input type="checkbox"/>
Burn Valley	<input type="checkbox"/>	Headland & Harbour	<input type="checkbox"/>	Throston	<input type="checkbox"/>
De Bruce	<input type="checkbox"/>	Manor House	<input type="checkbox"/>	Victoria	<input type="checkbox"/>
Fens & Greatham	<input type="checkbox"/>	Rossmere	<input type="checkbox"/>	N/A - Internal council activities	<input type="checkbox"/>
Foggy Furze	<input type="checkbox"/>	Rural West	<input type="checkbox"/>		

1.8 Completed By:

Name	Job Title	Date Completed
Helen Smith	Land Use Policy Team Leader	10/11/2025

1.9 Version	Author	Summary of Changes	Date
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1.0	Helen	Original version	

Section 2 – Explaining the impact of the proposed action

2.1 What data and evidence has informed this impact assessment?

The proposed action here is to seek agreement to proceed to an inquiry to make four orders so that HBC can facilitate the delivery of a new grade separated junction of the A19 and a link road north of Elwick.

This report is to provide an updated position; no new evidence has been reviewed to get to this position which is an update from March 2023. Prior to March 2023 the below was assessed and used to inform decisions:

- Local infrastructure plan 2016
- Hartlepool Local Plan 2018
- Hartlepool Rural Development Plan 2018
- Highways England Strategic and Delivery Plans 2020-2025
- Northern Powerhouse Independent Economic Review
- Combined Authority (TVCA) Strategic Transport Plan

The necessary CPO and equality impact legislation and guidance has been reviewed and legal advisors have made sure the appropriate rules/processes are followed.

2.2 If there are gaps in evidence or not enough information to assess the impact, how have you addressed this or how will you address it?

Gap(s) Identified	How it / they have or will be addressed
No	No

2.3 Risk Score

Impact	Negative Impact Score	Explanation – what is the impact?
Age		
<input type="checkbox"/> No Impact	Likelihood score: e.g. Almost certain 4 Impact score: e.g. Major 3 Overall score: e.g. Red 12	Officers liaise with agents and landowners all of all ages, typically the agents are of working age. No age restriction barriers became apparent in engaging with the agents and or landowners and therefore no measures were put in place. Officers treat all agents and landowners with courtesy and respect no matter their age. If age barriers are identified as negotiations and the process as a whole consultees then officers will act accordingly.
Disability		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	Discussions took place on site and in buildings and as far as officer are aware there were no physical mobility issue. None of the agents/ landowners identified any disability related needs.
Gender Reassignment		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	No issues were raised or put to us officers and thus no special parameters were required.
Marriage and Civil Partnership		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The marital status of agents and landowners is not relevant to the process and/or outcome. All agents are treated with respect no matter their marital status. Solicitors are used to obtain agreement and signatures from landowners when land sales are agreed, names may be subject to change if the landowners marital status changes but this would be picked up by solicitors when they undertake their due diligence.

Impact	Negative Impact Score	Explanation – what is the impact?
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Pregnancy and Maternity		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	No matter arose with regard to pregnancy and maternity.
Race (Ethnicity)		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	Race is not relevant when seeking to obtain land, the route of the bypass is determined through the planning process and the land that is needed is simply the land needed. Negotiations ensue no matter the agents or landowners race. All agents and landowners were English speaking and so no language barriers were identified.
Religion or Belief		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	Religion and beliefs are not relevant when seeking to obtain land, the route of the bypass is determined through the planning process and the land that is needed is simply the land needed. No cultural barriers were identified.
Sex		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The landowners involved are not all the same sex, all landowners and agents are treated with respect and courtesy no matter their sex. No issues relating to sex were identified and/or put to officers.

Hartlepool Borough Council – Single Impact Assessment Form

Appendix E

Impact	Negative Impact Score	Explanation – what is the impact?
Sexual Orientation		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	No issues arose with regard to sexual orientation; the sexual orientation of the agents and landowners is unknown and there is no reason for officers to know unless they were told. No matter a person's sexual orientation all agents and landowners were treated with respect.
Care Leavers (Local)		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	No agents and/or landowners identified as care leavers and thus no actions requested were needed to address any care leaving associated issues.
Armed Forces (Local)		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	No landowners identified as being in or were in the armed forces and thus no actions requested were needed to address any care leaving associated issues.
Poverty and Disadvantage (Local)		
<input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	<p>No issues regarding poverty and disadvantage were uncovered and/or put to officers during the process to date.</p> <p>The process of land negotiation is a fair, a price is offered and negotiated upon and such a price is unlikely to put landowners or others into poverty and disadvantage. If agreement cannot be reached, then the role of the inspector is to set the sale price. The inspector has to follow the compensation code when deciding upon a price and there is an option to challenge the inspector's decision of a person feels aggrieved.</p>

Section 3 - Mitigation Action Plan or Justification

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer
N/A				
N/A				
N/A				
N/A				
N/A				

Justification If you need to justify your proposed action explain this here N/A

Section 4 - Sign Off

Responsible Officer sign off:	
Name	Helen Smith
Job title	Land Use Policy Team Leader
Assistant Director / Director sign off:	
Name	Kieran Bostock
Job title	Director for Neighbourhoods and Regulatory Services

Once the Single Impact Assessment is completed please send to impactassessments@hartlepool.gov.uk.

Section 5 - Review (To be completed after implementation)

5.1 Review completed by:		
Name	Job Title	Date review completed

5.2 Did the impact turned out as expected?

5.3 Were the proposed mitigations the correct ones and were they successful in reducing any negative impacts?

5.4 Were there any unexpected outcomes?

5.5 Following the review please identify next steps here (Select one)

- ☐ Additional mitigation required (give details below - 5.6)
- ☐ Original proposed course of action needs to be revisited
- ☐ No further action required

5.6 Additional mitigation(s) or justification

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer

Justification If you need to justify your proposed action explain this here

Submit form with completed review to impactassessments@hartlepool.gov.uk

ITEM 11(a)(i)

**Statement of Licensing
Policy 2026 – Report of the
Licensing Committee**



Hartlepool
Borough Council

Council

11 December 2025

Report of: Licensing Committee

Subject: STATEMENT OF LICENSING POLICY 2026

Decision Type: Part of the Budget and Policy Framework

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:

- where people are enabled to live healthy, independent and prosperous lives.
- where those who are vulnerable will be safe and protected from harm.
- that has an inclusive and growing economy.

2. PURPOSE OF THE REPORT

- 2.1 To enable Council to consider recommendations referred from the Licensing Committee to adopt a Statement of Licensing Policy that details the principles the Council will apply when exercising its licensing functions under the Licensing Act 2003.

3. BACKGROUND

- 3.1 The Licensing Act 2003 requires licensing authorities to publish, every five years, a Statement of Licensing Policy that outlines how they propose to discharge their functions under the Act.

- 3.2 Hartlepool's current Statement of Licensing Policy was published in January 2021 and, as such, a new one must be published no later than January 2026.
- 3.3 A new paragraph has been introduced to the Policy referencing "Martyn's Law", officially known as The Terrorism (Protection of Premises) Act 2025. Martyn's Law has been developed to ensure public premises and events are better prepared for terrorist attacks, requiring organisers to take reasonable practicable steps, which vary according to their capacity, to mitigate the impact of a terrorist attack and reduce physical harm. The Policy places an onus on licensees to comply with any requirements set out within the Act as and when it comes into force.
- 3.4 A new section has been introduced to the Policy referencing Public Health as a Responsible Body. There is not a specific licensing objective related directly to health within the current legislation. When making a representation, the Director of Public Health will be required to relate such representations and available data to the other licensing objectives. This may include underage drinking, prevention of accidents, injuries and other immediate harms that can result from alcohol consumption.
- 3.5 The Authorities stance on Cumulative Impact remains the same as the 2021 Policy. The licensing authority has carefully considered the issues of alcohol related crime, disorder and nuisance in Hartlepool and has determined not to publish any Cumulative Impact Assessments.
- 3.6 A draft new Statement was presented to the Licensing Committee at its meeting on 25th July 2025 and approval was given for a consultation exercise to be undertaken.
- 3.7 During the consultation period a Members Workshop was held, providing members an opportunity to discuss the Policy in depth with officers.
- 3.8 The draft statement of Licensing Policy was published for public consultation between 11th August 2025 to 29th September 2025. This was publicised on the Licensing Authorities website and was promoted through Hartlepool Borough Council Social Media accounts. The social media approach to consultation is aimed at those who may be affected by the Policy but are not licence holders, for example patrons.
- 3.9 Individuals, agencies and organisations listed in section 5(3) of the Licensing Act 2003 were consulted with directly. The below is a breakdown of the individuals/ organisations that were consulted with directly:
- 17 Club Premises Certificate Holders
 - 256 Premises Licence Holders
 - 294 Personal Licence Holders
 - The Chair of Hartlepool Licensee Association / Pubwatch
- 3.10 One formal response to the consultation was received, this response was from Cleveland Police positively stating:

Cleveland Police fully support Hartlepool Borough Councils Licensing Policy and continue to do so. Cleveland Police believe that the policy is realistic and provides a frame work for managing the local nighttime economy and upholding the licensing objectives.

- 3.11 A couple of phone calls were received by the Licensing Authority requesting clarification of the Policy and if it would have retrospective impact on licenses already granted clarity was provided in these circumstances.
- 3.12 Following the conclusion of the consultation process, the Licensing Committee re-considered the draft Statement of Licensing Policy on 24th October 2025 and determined that it should be recommended to full Council for approval and adoption. The proposed Statement of Licensing Policy is attached as **Appendix 1**.

4. PROPOSALS

- 4.1 Licensing authorities are required to publish a Statement of Licensing Policy every five years.
- 4.2 Hartlepool's current Statement of Licensing Policy was published in January 2021 and, as such, a new policy must be published no later than January 2026.
- 4.3 Formal adoption of the Statement of Licensing Policy must be made by full Council.

5. OTHER CONSIDERATIONS

Risk Implications	None
Financial Considerations	None
Legal Considerations	It is a legal obligation for Hartlepool Borough Council to publish a Statement of Licensing Policy every five years and, as such. A new statement must be published no later than January 2025.
Equality and Diversity Considerations	None
Staff Considerations	None
Asset Management Considerations	None
Environmental, Sustainability and Climate Change Considerations	None

6. RECOMMENDATIONS

- 6.1 That Council accept the Licensing Committee's recommendation and approve the adoption of the draft Statement of Licensing Policy as detailed in **Appendix 1** with effect from 1st January 2026.

7. REASONS FOR RECOMMENDATIONS

- 7.1 Licensing authorities are required to adopt and publish a Statement of Licensing Policy every five years and, as the current policy was published in January 2021, the Council is legally required to publish its new Statement no later than January 2026.

8. BACKGROUND PAPERS

- 8.1 There are no background papers associated with this report.

9. CONTACT OFFICERS

- 9.1 Sylvia Pinkney
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HARTLEPOOL BOROUGH COUNCIL

STATEMENT OF LICENSING POLICY

2026

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APPENDIX ONE

1. INTRODUCTION

- 1.1 This policy statement is based on the provisions of the Licensing Act 2003 and has taken full account of the guidance issued under Section 182 of the Licensing Act 2003 by the Secretary of State for the Department of Culture, Media and Sport (DCMS).
- 1.2 This policy will apply for a period of five years from 1st January 2026. It will be kept under review and revised/amended if considered appropriate to support the licensing objectives. Any policy changes or revisions will be subject to consultation.

The Borough of Hartlepool

- 1.3 Hartlepool Borough Council, acting as the licensing authority for the Licensing Act, recognises the benefits to Hartlepool of a thriving service economy and wishes to promote, wherever possible, a town that meets and exceeds the requirements of its residents and visitors. However, the licensing authority recognises that certain types of licensed premises, particularly those offering alcohol and/or music, may have a detrimental impact on those who live nearby through the escape of noise or the actions of patrons both on and off the premises.
- 1.4 The licensing authority intends to seek a balance between the needs of residents and local businesses by using this Licensing Policy, and other strategies, to promote and encourage well-managed, neighbour friendly licensed premises that represent a positive addition to life in Hartlepool.

Legal Background to this Policy Statement

- 1.5 Hartlepool Borough Council, acting as the licensing authority, is able to grant or reject applications for the sale of alcohol, the provision of regulated entertainment or late night refreshment. Conditions designed to ensure safety, protect children from harm, prevent crime, disorder and public nuisance will be attached to licences where appropriate. However, the ability of licensing authorities to grant licences and attach conditions is limited by provisions in the Act, Regulations made under the Act and by guidance from the Secretary of State. The licensing authority must have regard to the guidance and will deviate only where there are justifiable reasons for doing so.
- 1.6 In formulating this policy document the licensing authority has had regard to the provisions of the European Convention on Human Rights, recognising that everyone has the right to respect for his/her home and private life and that every person is entitled to the peaceful enjoyment of his/her possessions.

- 1.7 The Human Rights Act 1998 makes it unlawful for a public authority to act in a way which will be incompatible with a convention right. The licensing authority will endeavour to ensure that any licensing decision does not cause a breach of a convention right.
- 1.8 The licensing authority in taking into account the provisions of the Crime & Disorder Act 1998 will also have regard to the likely effect of the exercise of their functions on crime and disorder in their area.

2. PURPOSE AND SCOPE OF THE LICENSING POLICY

Purpose

- 2.1 The licensing policy has four main purposes:
- To reinforce to elected Members on the Licensing Committee, the boundaries and powers of the local authority, and to provide them with parameters under which to make their decisions.
 - To inform the licence applicants of the parameters under which the authority will make licence decisions, and therefore how a licensed premises is likely to be able to operate within the area. (Note however that each case will be examined on an individual basis.)
 - To inform residents and businesses of the parameters under which the authority will make licence decisions, and therefore how their needs and concerns will be addressed.
 - To support decisions made by the licensing authority when these decisions are challenged in a court of law.

Scope

- 2.2 The Act is concerned about the supply and sale of alcohol, the provision of certain entertainment and late night refreshment.
- 2.3 Activities that require a licence under the Licensing Act 2003 and covered by this policy include:
- Retail sale of alcohol
 - Supply of hot food or drink from a premises from 23.00 to 05.00 hours
 - Supply of alcohol or provision of regulated entertainment to club members or guests
 - Provision of regulated entertainment listed below to the public or section of the public, or club members or with a view to profit:

- Performances of a play
- Exhibition of a film
- Indoor sporting events
- A boxing or wrestling entertainment
- Live music performances
- Playing of recorded music
- Dance performances

- 2.4 The scope of the policy covers new applications, renewals, transfers, variations and reviews of both premises licences, personal licences and club premises certificates. The policy also applies to temporary events notices (TEN's).

3. TYPES OF LICENCES

Personal Licences

- 3.1 A personal licence will be granted where an applicant:
- a) is aged 18 or over
 - b) possesses an accredited licensing qualification
 - c) has not forfeited a personal licence in the last 5 years
 - d) has not been convicted of a relevant offence
- 3.2 The licensing authority will, however, reject any application where the applicant fails to meet a), b) or c) above.
- 3.3 Where an applicant has an “unspent” relevant conviction, the police may oppose the application. If such an objection is lodged a licensing hearing will be held. Where no such objection is received from the police, the licensing authority will grant the licence.
- 3.4 At a hearing the licensing authority will consider carefully whether the granting of a licence will be in keeping with the promotion of the crime and disorder objective. Considerations will include the seriousness and relevance of the conviction(s), the period that has elapsed since the offence(s) were committed and any mitigating circumstances. The licensing authority will only grant the application if it is satisfied that doing so will promote this objective.
- 3.5 Reason(s): Prevention of crime and disorder is both an objective of the Licensing Act 2003 and an important responsibility of the Council under the Crime and Disorder Act 1998. The holder of a personal licence should be a person who is not only properly qualified but a person who will assist the fight against crime. Granting a licence to a known criminal will, in many cases, undermine rather than promote the crime and disorder objective.

Premises Licences and Club Premises Certificates

- 3.6 An application for a premises licence or club premises certificate must consist of: -
- an application form, in the prescribed format, detailing the licensable activities and proposed operating hours
 - an operating schedule
 - a plan of the premises to which the application relates
 - the appropriate fee
- 3.7 If the licensable activities include the sale of alcohol, a consent form from the individual agreeing to be the designated premises supervisor (DPS) will also be required (not required for club premises certificates).
- 3.8 The application must be advertised in the prescribed manner.

4. LICENSING PRINCIPLES

General

- 4.1 In carrying out its licensing functions the authority will promote the licensing objectives set out in the Act. These are:
- the prevention of crime and disorder;
 - public safety;
 - the prevention of public nuisance; and
 - the protection of children from harm
- 4.2 To achieve these objectives the authority will use its full range of powers and consider all relevant responsibilities including its planning controls, transport controls and crime and disorder policies. The authority will enter into appropriate partnership arrangements, working closely with the police, the fire authority, local businesses, community representatives and local people in meeting these objectives.
- 4.3 In determining a licence application the overriding principle adopted by the licensing authority will be that each application will be determined on its individual merits.
- 4.4 The Act covers the licensing of individuals for the retail sale of alcohol (personal licences), the licensing of premises for the retail sale of alcohol, the provision of regulated entertainment and late night refreshment (premises licences), the supply of alcohol and/or the provision of regulated entertainment and late night refreshment from certain clubs (club premises certificates) and the permitting of certain licensable activities on a temporary basis (temporary event notices).

- 4.5 In general a reference in this policy to a licence will include a club premises certificate.

Duplication

- 4.6 So far as is possible, this Policy is not intended to duplicate existing legislation and regulatory regimes that are already placed on employers and operators, e.g. Health and Safety at Work etc. Act 1974. Conditions in respect of public safety will be attached to licences only if they are considered necessary for the promotion of the licensing objectives.
- 4.7 It is accepted that licensing and planning regimes are separate and distinct and it is therefore possible that duplicate, or similar, conditions may be applied to a premises under both regimes. It is also possible that contrary decisions about the granting or refusal of a licence/planning permission may occur as such decisions must take into account differing legislative matters.

Licence Conditions

- 4.8 Licensing is about regulating the carrying on of licensable activities on licensed premises, by qualifying clubs and at temporary events within the terms of the 2003 Act. Conditions attached to various authorisations will be focused on matters which are within the control of individual licensees and others granted relevant authorisations.
- 4.9 Conditions will be specifically tailored to the premises and activities to be undertaken, with a view to ensuring the licensing objectives are achieved.
- 4.10 Licensing law is not a mechanism for the general control of anti-social behaviour by individuals once they are away from licensed premises and therefore beyond the direct control of the individual, club or business holding the licence, certificate or authorisation concerned.
- 4.11 The licensing authority will not impose blanket standard conditions. Where there are outstanding representations regarding a licence application, licence conditions will be tailored to the individual application to help promote the licensing objectives. They will not be imposed where it is considered that other regulatory regimes provide sufficient protection to the public e.g. health and safety at work and fire safety legislation.
- 4.12 In the spirit of openness, transparency and reasonableness, the licensing authority encourages all parties to a licence application to discuss concerns during the statutory consultation period so that any necessary conditions can be agreed without the need for the intervention of the licensing authority.
- 4.13 To assist applicants, the licensing authority has published a range of model conditions that applicants are encouraged to consider as part of their risk assessment process. These model conditions can be found at www.hartlepool.gov.uk/licensing.

Alcohol Harm Reduction

- 4.14 The licensing authority recognises that for most people alcohol represents an enjoyable addition to well-balanced social activities. However, there is increasing concern that, for some people, alcohol misuse is leading to self harm and social nuisance.
- 4.15 In determining licence applications, the licensing authority will have regard to any relevant Government guidance relating to alcohol consumption, alcohol misuse and alcohol harm.

Protection of Children

- 4.16 Whilst the protection of children from harm is a licensing objective, the licensing authority will not normally impose conditions restricting or prohibiting the admission of children to licensed premises. However, conditions designed to protect children will be imposed where necessary if relevant representations have been received.
- 4.17 The licensing authority will not impose any licence conditions requiring the admission of children to licensed premises.
- 4.18 Examples of premises where the introduction of additional controls are likely to be necessary are:
- Where entertainment or services of an adult or sexual nature are provided.
 - Where there have been convictions of members of the current staff at the premises for serving alcohol to minors or premises with a reputation for underage drinking.
 - Where there is a known association with drug taking or dealing.
 - Where there is a strong element of gambling on the premises.
 - Where the supply of alcohol for consumption on the premises is the exclusive or primary purpose of the services provided at the premises.
 - Where entertaining or providing facilities for the entertainment of children is a significant part of the premises' operation.
- 4.19 In such circumstances, additional conditions may be expected where considered necessary for the prevention of harm to children. These may include: -
- Limitations on the hours when children may be present
 - Age limitations
 - Limitations on the parts of premises to which children will be given access
 - Requirements for accompanying adults
 - Full exclusion of people under 18 from the premises when any licensable activities are taking place

- 4.20 Where the exhibition of films is permitted, the licensing authority will impose a condition requiring the exhibition of films to be limited to only those age groups recommended by either the British Board of Film Classification or the licensing authority. For such films, licensees must indicate in their operating schedules how such action will be assured. Only in exceptional cases will variations of this general rule be granted by the licensing authority and then only with appropriate safeguards.
- 4.21 In relation to specialist Film Festivals where it is desired to show films not classified by the BBFC the licensing authority will, provided adequate notice has been given, classify the films concerned. Information regarding such classifications will be available for inspection at the Civic Centre, Victoria Road, Hartlepool. To achieve consistency and the protection of children the licensing authority will use the guidelines published by the BBFC.
- 4.22 In connection with the protection of children from harm, the licensing authority will provide details of which body is responsible for such matters. Details of licence applications, where relevant, should be forwarded to this nominated body for examination.
- 4.23 Where there is provision of entertainment specifically for children (e.g. a children's disco) the licensing authority will expect the presence of sufficient appropriate adults to control the entertainment and the access and egress of the children to ensure their safety.
- 4.24 Where it is the intention of the licensee to offer responsibility for the supervision of children as part of a licensable activity, the licensing authority will expect licensees to take appropriate measures to ensure the suitability of employees for such purposes – this may involve employees providing a Criminal Records Bureau Disclosure.

Designated Premises Supervisors

- 4.25 The sale and supply of alcohol, because of its impact on the wider community and on crime and anti-social behaviour, carries with it greater responsibility than that associated with the provision of regulated entertainment and late night refreshment.
- 4.26 Because of this the licensing authority expects that the designated premises supervisor (DPS) for a licensed premises will be able to demonstrate that they are in day to day control of the premises, playing an active role in its operation through a regular personal presence.

Licensing Hours

- 4.27 The licensing authority does not accept that longer opening hours for licensed premises have been a benefit to Hartlepool but rather that they place an undue and unnecessary strain on the local transport infrastructure, Accident & Emergency services and law enforcement agencies and can create a nuisance for those residents who are affected by the general operation of a premises or from revellers returning home during the early hours.

Shops, stores and supermarkets will in general be licensed to provide sales of alcohol for consumption off the premises at any time when the retail outlet is open for shopping but licences for before 9:00 a.m. or after 10:00 p.m. in residential areas will generally be refused. In addition, licence applications for the supply of alcohol for consumption on the premises for before 9:00 a.m. or after 11:30 p.m. in residential areas will generally be refused.

In non residential areas applications for licences to allow the sale of alcohol or the supply of late night refreshment beyond 2:00 a.m. will normally be refused subject to relevant representations being received.

- 4.28 Whilst zoning will not be adopted, the licensing authority will impose stricter conditions with regard to noise control in areas which have denser residential accommodation.

Live Music, Dancing & Theatre

- 4.29 The licensing authority recognises that traditional cultural activities such as music and dancing should be encouraged as part of a wider cultural strategy. Account should be taken of the need to encourage and promote entertainment such as live music, dancing and theatre for the wider cultural benefits of communities generally.
- 4.30 Only conditions considered necessary, proportionate and reasonable for the promotion of the licensing objectives will be attached to licences for activities of this nature. The authority will avoid measures that may deter live music, dancing and theatre by imposing unjustified indirect substantial costs. The licensing authority will closely monitor the impact of licensing on such activities and, where a negative impact can be identified, will re-visit the Licensing Policy with a view to investigating how the situation might be reversed.

Enforcement

- 4.31 Where necessary, enforcement action will be taken in accordance with the principles of the Regulators Code and the Council's Enforcement Policy.
- 4.32 In particular, regard will be had to the following principles:

- Targeting - i.e. focusing on activities that give rise to the most serious risks or where hazards are least well controlled.
 - Consistency - i.e. similar approaches in similar circumstances to achieve similar ends.
 - Transparency - i.e. helping duty holders to understand what is expected and distinguishing between statutory requirements and guidance.
 - Proportionality - i.e. action taken should be proportional to the risk presented.
- 4.33 The authority will establish protocols with the local police and the fire brigade on enforcement issues to avoid duplication and to provide for the most efficient deployment of council, police and fire officers in respect of inspection of licensed premises and the enforcement of licensing law.
- 4.34 Furthermore the policy of the Council will be a light touch inspection regime for well managed and maintained premises with a targeted and increased inspection and enforcement regime for “high-risk” premises and those suspected of not being operated within the terms and conditions of the licence.

Integration of Strategies and Other Policies

- 4.35 Hartlepool Borough Council fully recognises and endorses the value of good relations between persons of different racial groups. The licensing authority recognises the obligations placed upon it by the Equality Act 2010 and will ensure that this Policy promotes race equality and the elimination of unlawful discrimination.
- 4.36 The Council will integrate its various strategies to achieve consistency and transparency in the achievement of the licensing objectives.
- 4.37 Arrangements for reporting to local authority transport committees will be made to ensure transport strategies take account of the need to quickly disperse people from busy town centre areas to reduce the potential for nuisance and disturbance.
- 4.38 Arrangements will be made for the reporting of Hartlepool’s employment situation and the needs of the local tourist economy to the licensing committee to ensure that these issues are taken into account when licensing matters are being considered.

5. CONSIDERATIONS

General Requirements

- 5.1 The licensing authority will expect individual applicants to address the licensing objectives in their operating schedule, (as required under the Act). The operating schedule will have regard to the nature of the area where the premises are situated, the type of premises concerned, the licensable activities to be provided, the times during which it is proposed that relevant licensable activities are to take place and details of other times during which it is proposed that the premises are to be open to the public.
- 5.2 In many cases it may be helpful to all concerned for council officers to discuss with applicants and/or their advisers a draft operating schedule before it is formally submitted. This will help ensure it properly addresses all the issues of concern to the council. Where licensable activities include the supply of alcohol, specified information on the individual identified as premises supervisor shall be supplied as well as whether the supply of alcohol is proposed for consumption on and/or off the premises and operational procedures.

Nuisance

- 5.3 The licensing authority will expect the operating schedule to clearly demonstrate actions intended to ensure the operation will be “neighbour friendly”. In particular, the applicant shall propose adequate practical steps to prevent disturbance to local residents.
- 5.4 The licensing authority does not accept that longer opening hours for licensed premises have been a benefit to Hartlepool but rather that they place an undue and unnecessary strain on the local transport infrastructure, Accident & Emergency services and law enforcement agencies and can create a nuisance for those residents who are affected by the general operation of a premises or from revellers returning home during the early hours.
- 5.5 Shops, stores and supermarkets will in general be licensed to provide sales of alcohol for consumption off the premises at any time when the retail outlet is open for shopping but licences for before 9:00 a.m. or after 10:00 p.m. in residential areas will generally be refused. In addition, licence applications for the supply of alcohol for consumption on the premises for before 9:00 a.m. or after 11:30 p.m. in residential areas will generally be refused.
- 5.6 In non residential areas applications for licences to allow the sale of alcohol or the supply of late night refreshment beyond 2:00 a.m. will normally be refused subject to relevant representations being received.
- 5.7 In relation to noise from within the building the licensing authority will expect the applicant to have carried out acoustic tests to ascertain whether there is sound leakage. This noise could relate not only to entertainment but also from

air handling equipment or patrons. The licensing authority will expect potential noise breakout to have been addressed in practical ways such as:

- Keeping doors and windows closed and providing suitable mechanical ventilation
- Installing soundproofing measures to control noise breakout and vibration to an acceptable level.

5.8 The licensing authority will expect venues that attract queues to formulate a scheme to avoid disturbance to nearby residents. In some cases this may be achieved by simply ensuring that the direction of the queue is away from residential accommodation.

5.9 However, possible excessive noise generated by customers and/or disorder requires more rigorous action. It is important that queues formed later in the evening or in early morning are adequately supervised to keep noise/disorder to a minimum. Such action can also help stop drug dealing during the queuing process but the prime purpose will be to prevent noise and disturbance. Door supervisors will generally be expected to carry out this role, but they must be adequately trained and given clear instructions as to their duties and responsibilities – where necessary they should be adequately supervised by a suitably nominated person or persons.

5.10 In terms of patrons leaving the premises, particularly late at night or early in the morning, the licensing authority will expect the applicant to indicate in their operating schedule that consideration has been given to, and included where appropriate, such practical steps as:

- Erecting prominent notices at the exits to premises asking customers to leave quietly and not to slam car doors, etc
- At appropriate times making announcements to the same effect.
- Instructing door staff to ask customers leaving the premises to leave the area quietly
- Reducing the volume of music towards closing time and where appropriate playing quieter, more soothing music.
- The availability of licensed taxis or private hire vehicles to take patrons from the premises
- In appropriate cases door supervisors or a premises manager patrolling nearby streets periodically to assess for themselves whether there is a noise or disorder problem and how best to deal with it
- Banning from the premises people who regularly leave in a noisy fashion.
- Increasing outside lighting levels
- Where there is a private forecourt, yard, etc, preventing patrons from using it for eating and drinking etc after a certain time. Planning conditions are usually imposed to restrict use after 8.00 pm or at sunset where adjacent to residential properties.

5.11 There can be little doubt that a well-managed licensed venue can benefit the local community. However, there is clearly a risk of local residents being

disturbed particularly if the venue is open late at night. People leaving the premises, particularly late at night or in the early hours of the morning, can be a significant problem. Customers may be less inhibited about their behaviour and may be unaware of the noise they are creating.

- 5.12 A responsible applicant or licensee will wish to further the licensing objective of preventing public nuisance by introducing practical measures such as those referred to above to prevent such nuisance.

Prevention of Crime and Disorder

- 5.13 The licensing authority does not accept that longer opening hours have been a benefit to Hartlepool but rather that they place an undue and unnecessary strain on the local transport infrastructure, Accident & Emergency services and law enforcement agencies and create a nuisance for those residents who are affected by the general operation of a premises or from revellers returning home during the early hours.

Shops, stores and supermarkets will in general be licensed to provide sales of alcohol for consumption off the premises at any time when the retail outlet is open for shopping but licences for before 9:00 a.m. or after 10:00 p.m. in residential areas will generally be refused. In addition, licence applications for the supply of alcohol for consumption on the premises for before 9:00 a.m. or after 11:30 p.m. in residential areas will generally be refused.

In non residential areas applications for licences to allow the sale of alcohol or the supply of late night refreshment beyond 2:00 a.m. will normally be refused subject to relevant representations being received.

- 5.14 The licensing authority will expect an applicant to indicate in their operating schedule the steps proposed to prevent crime and disorder such as:
- Use of CCTV both within and outside the premises
 - Procedures to prevent the supply of alcohol to those already drunk
 - Metal detection and search facilities
 - Procedures for risk assessing promotions and events such as “happy hours” for the potential to cause crime and disorder, and plans for minimising such risks
 - Measures to prevent the use or supply of illegal drugs
 - Employment of licensed door supervisors and other appropriately trained staff
 - Participation in an appropriate scheme designed to ensure effective liaison with the local community
- 5.15 Reason(s): Prevention of crime is both an objective of the Licensing Act 2003 and an important responsibility of the Council under the Crime and Disorder Act 1998. It is important, therefore, that the applicant is able to demonstrate to the licensing authority the practical steps that will be taken to further this objective.

- 5.16 Premises that are supplying alcohol for consumption on the premises after midnight and whose operation, at that time, is primarily or significantly of the 'vertical drinking' format, will be expected to provide all drinks in plastic glasses.
- 5.17 Reason: Standard drinking glasses are made of annealed glass that, when broken, can create long shards which can be used as a stabbing weapon. Toughened glass will shatter completely when broken but, due to its manufacturing process, is extremely hard and may cause blunt force injuries if thrown or used as a weapon.
- 5.18 Rigid or flexible plastic glasses will not shatter when broken and will not cause blunt force injuries. As such, the licensing authority believes such a condition is a reasonable and proportionate requirement that will prevent those serious injuries that occur when drinking glasses are used as weapons.

Construction/Maintenance and Safety

- 5.19 The licensing authority will expect licensed premises to meet all legal safety requirements, but in addition wishes to promote the highest possible standards of safety for patrons and others who may be affected by a licensed premises. It will expect the applicant to have addressed the requirements of Health and Safety at Work and Fire Safety legislation and, where appropriate, other technical standards that may be appropriate for the premises concerned.
- 5.20 The licensing authority will also expect the operating schedule to detail how the premises will be properly managed and maintained to ensure public safety at all times.
- 5.21 The licensing authority expects licensed premises to be a safe environment and applicants will be expected to consider how customers can be kept safe from foreseeable risks.

Pricing of Alcohol

- 5.22 The Licensing Authority encourages all licensed premises to apply a minimum price of 50p per unit of alcohol to all products sold under their premises licence. (The unit pricing will be reviewed in line with national Guidance.)
- 5.23 Where licensed premises are found to be selling alcohol below this price, and problems associated with that premises are in breach of the licensing objectives, a responsible authority or interested party may bring a licence review. Following the review, the Licensing Committee may impose a condition in relation to the pricing of alcohol, in order to uphold the licensing objectives.

- 5.24 The Licensing Authority will expect applicants to demonstrate in their operating schedule how the pricing of alcohol products on sale in their premises will not negatively impact on the licensing objectives.
- 5.25 **Reason:** The licensing authority believes the price of a product influences its demand and, where alcohol is sold cheaply, consumers may be encouraged to buy, and consume, more of it.
- 5.26 The expectation that licensees will not sell alcohol below the stated minimum unit price does not create a legally binding obligation but it does place a duty on licensees to take into account the price of the alcohol they sell and the effect that price may have on levels of alcohol consumption.
- 5.27 If a licence is reviewed and the Licensing Authority believes that one or more of the licensing objectives has been undermined because of the price that alcohol has been sold at, it may impose a condition on the licence to prevent irresponsible pricing in future.

Access for Persons with Disabilities

- 5.28 All premises are expected to provide adequate facilities and access for people with disabilities. The needs of disabled people must therefore be addressed in the operating schedule.
- 5.29 Reason(s): Wherever practicable, persons with disabilities should not be treated in a less advantageous way. In addition, responsibilities under the Disability Discrimination Act 1995 will need to be considered and adequate facilities provided in premises where necessary.

Publicity

- 5.30 All those affected by an application should be made aware of its existence and of the opportunity to make representations. In an attempt to ensure this is achieved, applications for a premises licence must be advertised in accordance with statutory requirements.
- 5.31 Reason(s): The grant of a licence can have a significant impact on the lives or businesses of those living or working in the vicinity of premises for which a licence is sought. Therefore, all those likely to be affected by an application have the right to be made aware of it and of the opportunity to make representations.

Other Policies, Objectives and Guidance

- 5.32 Applicants for licences will be expected to have taken into account new legislation, relevant strategies and policies such as the local crime prevention

strategies, planning and transportation policies, tourism and cultural strategies in determining their operating schedules.

- 5.33 In addition to the above, applicants will also be expected to address the impact of their premises on the local community and demonstrate that matters such as the prevention and clearance of litter and other waste materials arising from the use of their premises have been considered.
- 5.34 The Terrorism (Protection of Premises) Act 2025 also known as 'Martyn's Law' has been developed to ensure public premises and events are better prepared for terrorist attacks, requiring organisers to take reasonable practicable steps, which vary according to their capacity, to mitigate the impact of a terrorist attack and reduce physical harm. We would expect all licensees to comply with any requirements set out within the Act as and when it comes into force.

Planning

- 5.35 Premises for which a licence is required must have a suitable, appropriate authorised use under planning legislation.
- 5.36 The licensing authority will not normally entertain an application for a licence unless the applicant can demonstrate that the premises has either an appropriate (in terms of the activity and hours sought) planning consent, or an appropriate certificate of lawful use or development. Exceptions may be made where the applicant can demonstrate compelling reasons why the application should not be refused and the planning status of the premises has not yet been finalised.
- 5.37 Reason(s): Licensing applications should not be a re-run of a planning application and should not cut across decisions taken by the local authority Planning Committee or following appeals against decisions taken by that Committee. Proper integration will be assured by the Licensing Committee, where appropriate, by providing regular reports to the Planning Committee on the situation regarding licensed premises in the area, including the general impact of alcohol related crime and disorder. This will enable the Planning Committee to have regard to such matters when taking its decisions and avoid any unnecessary overlap.

Drug Awareness

- 5.38 The licensing authority recognises that drug use is not something that is relevant to all licensed premises. However, it is recognised that special conditions may need to be imposed on certain venues where drug use is, or has been, taking place in order to reduce the sale and consumption of drugs and to create a safer environment for all.

- 5.39 The licensing authority will expect licensees of venues to take all reasonable steps to prevent the entry of drugs into their premises; to take appropriate steps to prevent drugs changing hands within the premises; and to otherwise adopt precautionary measures to address the consequences of drug misuse.

Door Supervisors

- 5.40 Whenever any persons are employed at licensed premises to carry out any regulated security activity, all such persons must be licensed with the Security Industry Authority.
- 5.41 The licensing authority may consider that certain premises require stricter supervision for the purpose of promoting the reduction of crime and disorder or other licensing objectives. In such cases, the licensing authority may impose a condition that licensed door supervisors must be employed at the premises either at all times or at such times as certain licensable activities are being carried out.
- 5.42 Reason: Door supervisors, and others placed in a similar position, are often those first called upon to respond to issues of safety and disorder on licensed premises. The licensing authority intends to ensure that such people are equipped with the skills necessary for the discharge of this important role.

Public Health as a Responsible Authority

- 5.43 There is not a specific licensing objective related directly to health within the current legislation. When making a representation, the Director of Public Health will be required to relate such representations and available data to the other licensing objectives. This may include underage drinking, prevention of accidents, injuries and other immediate harms that can result from alcohol consumption.

6. CUMULATIVE IMPACT

- 6.1 The licensing authority has carefully considered the issues of alcohol related crime, disorder and nuisance in Hartlepool and has determined not to publish any Cumulative Impact Assessments.

7. ADMINISTRATION, EXERCISE & DELEGATION OF FUNCTIONS

- 7.1 The licensing authority has delegated its decision-making functions to the Licensing Committee, Sub-Committees and officers in accordance with the guidance issued by the Secretary of State.

- 7.2 Many decisions and functions are purely administrative in nature and these will be delegated to officers in the interests of speed, efficiency and cost-effectiveness.
- 7.3 Detailed information regarding the delegation of functions can be found in Appendix One.

8. CONTACT DETAILS

- 8.1 Further details regarding the licensing application process, including application forms can be obtained from:

The Licensing Team
Hartlepool Borough Council
Civic Centre
Victoria Road
Hartlepool
TS24 8AY

Tel No: 01429 523354
Fax No: 01429 523308
Email: licensing@hartlepool.gov.uk

APPENDIX ONE

Delegation of Functions

Matter to be dealt with	Full Committee	Sub Committee	Officers
Application for personal licence		If an objection made	If no objection made
Application for premises licence/club certificate		If a representation made	If no representation made
Application for provisional statement		If a representation made	If no representation made
Application to vary premises licence/club premises certificate		If a representation made	If no representation made
Application to vary designated premises supervisor		If a police objection	All other cases
Request to be removed as designated premises supervisor			All cases
Application for transfer of premises licence		If a police objection	All other cases
Application for interim authorities		If a police objection	All other cases
Application to review premises licence/club premises certificate		All cases	
Decisions regarding personal licence holder following conviction of offences		All cases	
Decision on whether a complaint is relevant frivolous vexatious etc.			All cases
Decision to make representations on behalf of the licensing authority acting as a Responsible Authority			All cases
Determination of a police objection to a temporary event notice		All cases	

ITEM 11(a)(ii)

**Local Council Tax Support
2026/27 – Report of the Finance
and Corporate Affairs
Committee**



Council

11 December 2025

Report of: Finance and Corporate Affairs Committee

Subject: LOCAL COUNCIL TAX SUPPORT 2026/27

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people are enabled to live healthy, independent and prosperous lives.
- of resilient and resourceful communities with opportunities for all.

2. PURPOSE OF REPORT

2.1 The purpose of this report is to enable Members to:

- i) consider the proposed 2026/27 Local Council Tax Support (LCTS) scheme recommended by Finance and Corporate Affairs Committee.
- ii) Consider the proposal to continue with the Housing Benefit War Pension disregard for 2026/27

3. BACKGROUND

3.1 In accordance with the Constitution, the Finance and Corporate Affairs Committee is required to consider and recommend to Full Council the LCTS scheme for the forthcoming financial year (2026/27).

3.2 A report was considered by Finance and Corporate Affairs Committee on 24 November 2025 and is attached at **Annex 1**.

- 3.3 The current simplified scheme was introduced in April 2024 and therefore has only been in operation for a short period of time. It appears to be functioning well and has resulted in a reduced administrative burden on the Council as well as greater clarity for council tax payers.
- 3.4 The council currently exercises its discretion to disregard war pensions when calculating Housing Benefit.

4. PROPOSALS

- 4.1 In view of the new scheme having no significant issues and the need to establish the change in order to provide stability for our working age claimants, it is proposed that no change is made to the scheme for 2026/27, save for an inflationary uplift.
- 4.2 It is proposed to continue with the War Pensions disregard in the calculation of Housing Benefit.

5. OTHER CONSIDERATIONS

Risk Implications	No relevant issues.
Financial Considerations	The financial implications are fully set out in Annex 1.
Legal Considerations	Councils are required to determine their LCTS scheme for each financial year before 11 March of the year prior to the scheme coming into place. Council is required to agree local disregards within housing Benefit.
Subsidy Control	No relevant issues
Single Impact Assessment	An impact assessment is attached at Appendix A to Annex 1
Staff Considerations	No relevant issues.
Asset Management Considerations	No relevant issues.
Environment, Sustainability and Climate Change Considerations	No relevant issues.
Consultation	Not applicable given no changes are proposed.

6. RECOMMENDATIONS

6.1 Finance and Corporate Affairs Committee recommend that Full Council:

- i) Agree the 2026/27 LCTS scheme as presented to and agreed by the Finance and Corporate Affairs Committee on the 24 November 2025.
- ii) Agree to continue the Housing Benefit War Pension disregards for 2026/27.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To comply with legislation and ensure stability and a chance for the recently revised scheme to become established following the change to a simplified LCTS scheme.

8. BACKGROUND PAPERS

Local Council Tax Support 2026/27 – Report to Finance and Corporate Affairs Committee 24 November 2025.

9. CONTACT OFFICERS

James Magog
 Director of Finance, IT and Digital
 Email: james.magog@hartlepool.gov.uk
 Telephone: 01429 523093

Sign Off:-

Managing Director	Date: 26 November 2025
Director of Finance, IT and Digital	Date: 26 November 2025
Director of Legal, Governance and HR	Date: 26 November 2025

FINANCE AND CORPORATE AFFAIRS COMMITTEE

24 NOVEMBER 2025



Subject: LOCAL COUNCIL TAX SUPPORT 2026/27 AND
HOUSING BENEFIT WAR PENSION DISREGARD
2026/27

Report of: Director of Finance, IT and Digital

Decision Type: Budget and Policy Framework

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:

- where people live healthier, safe and independent lives (People)
- a place with a Council that is ambitious, fit for purpose and reflects the diversity of its community (Organisation)

2. PURPOSE OF REPORT

2.1 The purpose of the report is to:

- i) Agree the Local Council Tax Support (LCTS) scheme for 2026/27 to be referred to full Council for approval
- ii) Agree the Housing Benefit war pension disregard for 2026/27

3. BACKGROUND

3.1 Local Council Tax Support (LCTS) was introduced by Central Government in April 2013 as a replacement for the Council Tax Benefit scheme administered on behalf of the Department for Work and Pensions (DWP). As part of the introduction, the Government:

- Placed the duty to create a local scheme for Working Age applicants with billing authorities;
- Reduced initial funding by the equivalent of ten per cent from the levels paid through benefit subsidy to authorities under the previous Council Tax Benefit scheme; and

- Prescribed that persons of Pension age would be dealt with under regulations set by Central Government and not the authorities' local scheme.
- 3.2 Since that time, funding for the Council Tax Support scheme has been amalgamated into other Central Government grants paid to Local Authorities and also within the Business Rates Retention regime. It is now generally accepted that it is not possible to identify the amount of funding actually provided from Central Government sources, but that this has been significantly reduced.
- 3.3 The current Council Tax Support scheme administered by the Council is divided into two schemes, with pension age applicants receiving support under the rules prescribed by Central Government, and the scheme for working age applicants being determined solely by the local authority.
- 3.4 Pensioners, subject to their income, can receive up to 100 per cent support towards their council tax. The Council has no power to change the level of support provided to pensioners and therefore any changes to the level of LCTS can only be made to the working age scheme.
- 3.5 When Council Tax Support was introduced in 2013, for working age applicants, the Council broadly adopted the previous means tested Council Tax Benefit scheme as the basis of awarding support. Due to the reduction in finance, the Council reduced the maximum level of support available to working age applicants in 2014/15 to 88%.

Simplified Scheme

- 3.6 Following public consultation, council agreed a revised scheme for operation in 2024/25. This "simplified" scheme introduced a number of income bands to determine support. It also increased the level of maximum support from 88% to 90% to provide additional support to those in most need.
- 3.7 Key features of the scheme include:
- To encourage work, a standard £25 per week disregard is provided against all earnings;
 - Disability benefits such as Disability Living Allowance and Personal Independence Allowance are disregarded;
 - A further disregard of up to £40 a week from your income if an individual, their partner or a dependent child living with them receives one of the above benefits, thereby maintaining the current level of support to those with disabilities;
 - Carer's Allowance and the Support Component of Employment and Support Allowance is disregarded;
 - Child Benefit and Child Maintenance is disregarded;
 - The following elements of Universal Credit are also disregarded:
 - An amount in respect of the Housing Element;
 - Limited Capability for Work and Work Related Activity Element;

- Carer's Element; and
 - Disabled Child Element
 - The total disregard on war pensions and war disablement pensions continue (maintaining the Council's commitment to the Armed Forces Community Covenant);
 - The capital limit is set at £10,000 with no tariff (or assumed income) being applied; and
 - With regard to non-dependents a £5 per week deduction is applied.
- 3.8 In addition, in order to align Council Tax Reduction with Universal Credit, a minimum level of income for those applicants who are self-employed was introduced. This is in line with the National Living Wage for 35 hours worked per week. The income does not apply for a designated start-up period of one year from the start of the business and the Council would have the discretion to vary or waive the use of this facility in exceptional circumstances or where the Council considers that the applicant is unable to work that number of hours. Where the declared income is at or above the Minimum Income Floor, the declared income will be used in the calculation of Council Tax Reduction.

Claimant Numbers

- 3.9 Hartlepool has the highest claimant count per adult population in the country and is currently the 16th highest for pensioners. Given relative deprivation this is not unexpected and it also demonstrates our success in supporting take up of benefits where eligible. It does though raise concerns that there could be people receiving benefits who are not entitled to do so.
- 3.10 Comparison with our Tees Valley neighbours and the England mean is set out below:

Council	Working Age %	Council	Over 65 %
Hartlepool	14.4	Hartlepool	22.6
Middlesbrough	13.2	Middlesbrough	20.4
Redcar and Cleveland	10.7	Redcar and Cleveland	16.2
Darlington	8.3	Stockton	15.3
Stockton	8.2	Darlington	14.3
England Mean	5.8	England Mean	12.2

- 3.11 During the current year, the number of claimants has risen slightly. As at September 2025 there were 13,083 LCTS claimants, of which 8,622 were working age and 4,461 pension age.
- 3.12 Forecasting future claimant numbers is difficult. However, increased compliance and fraud prevention work is proposed elsewhere on today's agenda, and it is anticipated this will lead to a reduction over the coming

year or numbers and/or costs. The Council Tax Base report, elsewhere on today's agenda, includes the best available estimate for the year.

Collection Performance

- 3.13 Collecting Council Tax from LCTS households is more resource intensive than non LCTS households. These households are less likely to pay by Direct Debit, instead choosing to make payment in different ways e.g. cash. In addition there is a greater likelihood that payment is ultimately obtained through Attachment of Benefit. All recovery action is managed sensitively, whilst seeking to maximise income collection.
- 3.14 Attachment of Benefits (AOB) can only be requested to the DWP following the Council securing a liability order via the Magistrates Court. Currently the highest attachment allowable is £31.41 per month for a couple who are both over 25. If single and under 25, the deduction is £15.85. Only one AOB deduction can be active at any one time. In the best case scenario, such an attachment could only be secured 3 months into the financial year, thus allowing 9 months of collection. The maximum collectable in this scenario is therefore £282.69 in total for the first year for the couple or £142.65 for a single individual under 25. The least amount payable for a Band A property is £166.38 for a couple, therefore in many circumstances, unless individual's circumstances change, debt continues to accrue year on year.
- 3.15 Currently 6,590 Council Tax accounts have an Attachment of Benefits, though these will not all be current LCTS accounts. In addition, there are 6,775 Liability Orders at pending stage. As at the end of September 2025 £5.29m of debt is outstanding to those with Attachment of Benefits. Collection levels remain high for this debt, albeit payment is not all received in the year the liability first became due.
- 3.16 Continued effort will be made to engage with and increase the collection rate for those in receipt of LCTS.

Housing Benefit War Pension Disregard

- 3.17 Housing Benefit and Council Tax Benefit (War Pensions Disregards) regulations allow for Local Authorities to develop a local scheme that can disregard War Pension income from the calculation of Housing Benefit. Since the introduction of Housing Benefit, the Council has always disregarded this income when calculating a claim for Housing Benefit. The Department for Works and Pensions requests that each local authority has their local scheme approved each year. The local scheme is discretionary and, as a result, the Council is expected to meet the cost. However, under the Housing Benefit subsidy arrangements, the government reimburses the Council 75% of the expenditure where a local scheme is implemented.

4. PROPOSAL

Local Council Tax Support Scheme

- 4.1 Given the introduction of the revised scheme on 1 April 2024, the fact that no significant issues have arisen and the need to establish the change to provide stability for our working age claimants, it is proposed that no change is made to the scheme for 2026/27, save for an inflationary uplift.
- 4.2 The September Consumer Price Index (CPI) figure is used by the national government to calculate uplift in benefits from the 1 April in the following year. The CPI rate at September 2025 was 3.78%. It is proposed to mirror this increase with our LCTS scheme, resulting in the following bands for 2026/27:

	Passported	Single	Single with 1 child	Single with 2 or more children	Couples	Couple with 1 child	Couple with 2 or more children
Discount Level	Weekly Income Levels £						
Band 1 (90%)	Relevant Benefit	£0.00 to £116.20	£0.00 to £185.92	£0.00 to £255.65	£0.00 to £162.69	£0.00 to £238.23	£0.00 to £302.13
Band 2 (70%)	N/A	£116.21 to £209.17	£185.93 to £278.89	£255.66 to £342.81	£162.70 to £278.89	£238.24 to £326.53	£302.14 to £395.09
Band 3 (40%)	N/A	£209.18 to £249.84	£278.90 to £296.32	£342.82 to £406.71	£278.90 to £336.99	£326.54 to £371.85	£395.10 to £464.82
Band 4 (20%)	N/A	£249.85 to £296.32	£296.33 to £325.36	£406.72 to £522.91	£337.00 to £395.08	£371.86 to £429.95	£464.83 to £557.77

- 4.3 Alternative options could be considered for the LCTS, including changing the bands or key features. To do so would require consultation. Given the scheme is in its relative infancy, is running smoothly, and the time and cost constraints of running a consultation, this is not recommended. Similarly a different CPI rate could be applied to the uplifts or no inflation rate applied at all. This was not considered appropriate given using September CPI aligns with national benefit uplifts as well as generally being aligned to government grant uplifts in the past.
- 4.4 As highlighted in paragraph 3.4, the Pensioners scheme is not subject to local discretion. Relevant regulations for the pensioners scheme tend to be confirmed in January each year. The council will enact any changes as necessary should regulations be revised.

Housing Benefit Local Disregards

- 4.5 It is proposed to continue with the local disregard for War Pensions when calculating Housing Benefits. As the council has always had this disregard, no additional costs are anticipated.

5. FINANCIAL CONSIDERATIONS

5.1 The estimated cost for 2026/27 is £16.206m and included within the Base calculation elsewhere on today's agenda. Costs are shared between the Council and the major precepting authorities based on the precept levied on the collection fund. For 2025/26 the proportions are as follows:

- Hartlepool Borough Council (83.50%)
- Police and Crime Commissioner for Cleveland (12.72%)
- Cleveland Fire Brigade (3.78%)

6. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	No relevant issues.
LEGAL CONSIDERATIONS	Councils are required to determine their LCTS scheme for each financial year before 11 March of the year prior to the scheme coming into place. Council is required to agree local disregards within Housing Benefit.
SUBSIDY CONTROL	No relevant issues
SINGLE IMPACT ASSESSMENT (IMPACT ASSESSMENT FORM TO BE COMPLETED AS APPROPRIATE.)	Attached as Appendix A
STAFF CONSIDERATIONS	No relevant issues.
ASSET MANAGEMENT CONSIDERATIONS	No relevant issues.
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	No relevant issues.
CONSULTATION	Not applicable given no changes are proposed.

7. RECOMMENDATIONS

7.1 It is recommended that Members:

- i) Agree the 2026/27 LCTS scheme as set out to be referred to full Council for approval.
- ii) Agree to continue the Housing Benefit war pension disregards for 2026/27

8. REASONS FOR RECOMMENDATIONS

- 8.1 To comply with legislation.

9. BACKGROUND PAPERS

- 9.1 Local Council Tax Support 2025/26 – Report to Finance and Policy Committee 25 November 2025.

10. CONTACT OFFICERS

James Magog
Director of Finance, IT and Digital
Email: james.magog@hartlepool.gov.uk
Telephone: 01429 523093

Sign Off:-

Managing Director	Date: 31 October 2025
Director of Finance, IT and Digital	Date: 31 October 2025
Director of Legal, Governance and HR	Date: 31 October 2025

Hartlepool Borough Council – Single Impact Assessment Form

Guidance for completing this form is available in the “Single Impact Assessment: Toolkit for Officers”, available from the Single Impact Assessment page on the intranet at <https://hbcintranet/Pages/Single-Impact-Assessments.aspx>.

Section 1 – Details of the proposed action being considered

1.1 Lead Department:	Finance, IT and Digital
1.2 Lead Division:	Finance (Benefits)
1.3 Title of the proposed action:	
Local Council Tax Support and Housing Benefit War Pension Disregard 2026/2027	
1.4 Brief description of the proposed action:	
To approve an unchanged Local Council Tax Scheme, save for inflationary increases, for 2026/27. The scheme will support working age residents and families in their payment of Council Tax within Hartlepool	
1.5 Who else is involved:	
Revenues and Benefits team	

Hartlepool Borough Council – Single Impact Assessment Form

1.6 Who will make the final decision about the proposed action:

Finance and Corporate Affairs Committee

1.7 Which wards will be affected by the proposed action? Tick all that apply

All wards	<input checked="" type="checkbox"/>	Hart	<input type="checkbox"/>	Seaton	<input type="checkbox"/>
Burn Valley	<input type="checkbox"/>	Headland & Harbour	<input type="checkbox"/>	Throston	<input type="checkbox"/>
De Bruce	<input type="checkbox"/>	Manor House	<input type="checkbox"/>	Victoria	<input type="checkbox"/>
Fens & Greatham	<input type="checkbox"/>	Rossmere	<input type="checkbox"/>	N/A - Internal council activities	<input type="checkbox"/>
Foggy Furze	<input type="checkbox"/>	Rural West	<input type="checkbox"/>		

1.8 Completed By:

Name	Job Title	Date Completed
Gillian Harvey	Benefits Manager	12/11/2025

1.9 Version	Author	Summary of Changes	Date
1	Gillian Harvey	Initial Draft	12/11/2025

Hartlepool Borough Council – Single Impact Assessment Form

Section 2 – Explaining the impact of the proposed action

2.1 What data and evidence has informed this impact assessment?

Local Council Tax Support (LCTS) was introduced by Central Government in April 2013 as a replacement for the Council Tax Benefit scheme administered on behalf of the Department for Work and Pensions (DWP).

The scheme for working age claimants was amended for 2024/25 in order to simplify its operation.

We have the highest number of working age claimants in the country as a proportion of the population, confirming that a scheme is required to provide support.

Deprivation data supports the need for a support scheme.

2.2 If there are gaps in evidence or not enough information to assess the impact, how have you addressed this or how will you address it?

Gap(s) Identified	How it / they have or will be addressed
None	

Hartlepool Borough Council – Single Impact Assessment Form

2.3 Risk Score

Impact	Negative Impact Score	Explanation – what is the impact?
Age		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score: e.g. Almost certain 4 Impact score: e.g. Major 3 Overall score: e.g. Red 12	The Government considered the position of low income pensioners associated with the abolition of Council Tax Benefit and the introduction of LCTS. The Government determined that unlike most other groups, pensioners cannot reasonably be expected to seek paid employment to increase their income. Therefore the Government determined that as a specific vulnerable group, low income pensioners should be protected from any reduction in support as a result of this reform. The Government has not changed its position on this core principle for 2026/27. The scheme is positive for this cohort since it can provide up to 100% support for eligible pensioners.
Disability		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Gender Reassignment		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Marriage and Civil Partnership		
<input type="checkbox"/> Positive Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.

Hartlepool Borough Council – Single Impact Assessment Form

Impact	Negative Impact Score	Explanation – what is the impact?
<input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact		
Pregnancy and Maternity		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Race (Ethnicity)		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Religion or Belief		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Sex		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.

Hartlepool Borough Council – Single Impact Assessment Form

Impact	Negative Impact Score	Explanation – what is the impact?
Sexual Orientation		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged.
Care Leavers (Local)		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The council supports Care leavers that reside in Hartlepool until the age of 25 as part of our Corporate Parenting role.
Armed Forces (Local)		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The proposed scheme continues with the core principle that every working age household should pay something towards Council Tax. The scheme does not provide protection of detriment to any specific working age group. A neutral relative impact is therefore envisaged..
Poverty and Disadvantage (Local)		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	The operation of a Local Council Tax Support Scheme means that those meeting the eligibility criteria will receive a reduction to Council Tax payable.

Hartlepool Borough Council – Single Impact Assessment Form

Section 3 - Mitigation Action Plan or Justification

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer
N/A				

Justification If you need to justify your proposed action explain this here

Section 4 - Sign Off

Responsible Officer sign off:	
Name	Gillian Harvey
Job title	Benefits Manager
Director sign off:	
Name	James Magog
Job title	Director of Finance, IT and Digital

Once the Single Impact Assessment is completed please send to impactassessments@hartlepool.gov.uk.

Hartlepool Borough Council – Single Impact Assessment Form

Section 5 - Review (To be completed after implementation)

5.1 Review completed by:		
Name	Job Title	Date review completed

5.2 Did the impact turned out as expected?

5.3 Were the proposed mitigations the correct ones and were they successful in reducing any negative impacts?

5.4 Were there any unexpected outcomes?

Hartlepool Borough Council – Single Impact Assessment Form

5.5 Following the review please identify next steps here (Select one)

- ☐ Additional mitigation required (give details below - 5.6)
- ☐ Original proposed course of action needs to be revisited
- ☐ No further action required

5.6 Additional mitigation(s) or justification

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer

Justification If you need to justify your proposed action explain this here

Submit form with completed review to impactassessments@hartlepool.gov.uk

ITEM 11(a)(iii)

**Council Tax Base 2026/27 –
Report of the Finance and
Corporate Affairs Committee**



Council

11 December 2025

Report of: Finance and Corporate Affairs Committee

Subject: COUNCIL TAX BASE 2026/27

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:
- where people are enabled to live healthy, independent and prosperous lives.
- of resilient and resourceful communities with opportunities for all.

2. PURPOSE OF REPORT

- 2.1 The purpose of this report is to seek member approval, as required by statutory regulations, of a calculated Council Tax Base for 2026/27 which will be used for Council Tax billing purposes.

3. BACKGROUND

- 3.1 Hartlepool Borough Council (the 'Council') is required by law to calculate its Council Tax Base for the forthcoming year, and inform the major precepting authorities, Police and Crime Commissioner for Cleveland and Cleveland Fire Authority, and local precepting authorities (Parish Councils), before 31 January 2026. The Council Tax Base is expressed as the number of Band D equivalent properties.

4. PROPOSALS

- 4.1 The proposed Tax Base for the Council area for 2026/27 is 26,975. This is an increase of 520 (1.97%) from the current base. The calculation and relevant

commentary is included in the attached report to Finance and Corporate Affairs Committee at **Annex 1**.

5. OTHER CONSIDERATIONS

Risk Implications	As set out in the attached report at Annex 1 .
Financial Considerations	As set out in the attached report at Annex 1 .
Legal Considerations	To comply with statutory responsibilities as set out in the Local Government Finance Act 1992.
Subsidy Control	No relevant Issues
Single Impact Assessment	No relevant issues
Staff Considerations	No relevant issues.
Asset Management Considerations	No relevant issues.
Environment, Sustainability and Climate Change Considerations	No relevant issues.
Consultation	No relevant issues

6. RECOMMENDATIONS

6.1 Finance and Corporate Affairs Committee recommend that Full Council:

- a) Approve a Council Tax Base for Hartlepool for 2026/27 of 26,975 as detailed in Annex 1 of Appendix 1.
- b) Approve a Council Tax Base for 2026/27 for Parishes who may levy a precept upon the Council's Collection Fund as follows:

Brierton	15.0
Claxton	42.2
Dalton Piercy	132.5
Elwick	247.0
Greatham	276.0
Hart	575.6
Headland	811.5
Newton Bewley	35.0
Wynyard	1,247.4

7. REASONS FOR RECOMMENDATIONS

- 7.1 To enable the Council to discharge its statutory responsibilities.

8. BACKGROUND PAPERS

Council Tax Base 2026/27 – Report to Finance and Corporate Affairs Committee 24 November 2025.

9. CONTACT OFFICERS

James Magog
Director of Finance, IT and Digital
Email: james.magog@hartlepool.gov.uk
Telephone: 01429 523093

Sign Off:-

Managing Director	Date: 24 November 2025
Director of Finance, IT and Digital	Date: 24 November 2025
Director of Legal, Governance and HR	Date: 24 November 2025

FINANCE AND CORPORATE AFFAIRS COMMITTEE

24 NOVEMBER 2025



Subject: COUNCIL TAX BASE 2026/27

Report of: Director of Finance, IT and Digital

Decision Type: Budget and Policy Framework

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:

- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)
- that is welcoming with an inclusive and growing economy providing opportunities for all. (Potential)
- a place with a Council that is ambitious, fit for purpose and reflects the diversity of its community. (Organisation)

2. PURPOSE OF REPORT

- 2.1 The report seeks member approval, as required by statutory regulations, of a calculated Council Tax Base for 2026/27 which will be used for Council Tax billing purposes.

3. BACKGROUND

- 3.1 The Council is required by law to calculate its Council Tax Base for the forthcoming year, and inform the major precepting authorities, Police and Crime Commissioner for Cleveland and Cleveland Fire Authority, and local precepting authorities (Parish Councils), before 31 January 2026. The Council Tax Base is expressed as the number of Band D equivalent properties.
- 3.2 The amount of Council Tax levied on each Band D property located in the Borough of Hartlepool is calculated by dividing the total amount of the precepts determined by this Council, the Police and Crime Commissioner for Cleveland and Cleveland Fire Authority on the

Collection Fund in 2026/27, by the Council Tax Base. The amount of Council Tax payable for other bands is determined by applying a fixed proportion of the Band D amount. A separate report on the statutory calculation of the amount of Council Tax payable for each band for 2026/27 will be submitted to Council as part of the budget process.

4. CALCULATION OF TAX BASE

- 4.1 The calculation of the Council Tax Base is a detailed calculation and includes converting the number of properties in the eight Council Tax Bands into a Band D equivalent. To complete the Tax Base it is necessary to:

- (a) Calculate Item A - "the relevant amount" for the year for each valuation band in the valuation list. For each band this represents the estimated full year equivalent of each chargeable dwelling in that band, taking into account entitlement to exemptions, disability reductions, discounts, premiums and the forecast Local Council Tax Support (LCTS).

The relevant amount for each band is expressed in terms of Band D equivalents and are set out at **Appendix 1**.

- (b) Calculate the collection rate for the Council (Item B).
- (c) The relevant amounts for each band (Item A) are then multiplied by the collection rate (Item B) to calculate the Tax Base.

- 4.2. The calculation for the Parish Councils follows the same calculation as that of the billing authority except that for item A, the calculation only relates to the area covered by that Parish.

5. PROPOSED TAX BASE

- 5.1 The proposed Tax Base for the Council area for 2026/27 is **26,975**. This is an increase of 520 (1.97%) from the current Base. The forecasts includes a best estimate of the anticipated number of households eligible for LCTS.
- 5.2 The Band D make-up of the Base position is summarised in the table below, together with a comparison against previous year.

2025/26		2026/27
35,997	Chargeable Dwellings (after disregards / disability adjust)	36,504
-3,119	Less Discounts and Premiums	-2,883
-6,370	Less Local Council Tax Support Estimate	-6,485
350	Add forecast Base growth	250
26,858	Item A	27,386
98.5%	Item B – Collectability (%)	98.5%
26,455	Council Tax Base	26,975

- 5.3 The increase in chargeable dwellings represents a positive rate of housing growth within Hartlepool during the past year.
- 5.4 The net reduction in discounts and premiums reflects the anti-fraud work, specifically targeting Single Person Discount error and fraud, which has reduced the discounts applied. In addition, premiums were introduced from April 2025 on unoccupied, but furnished homes, often referred to as second homes.
- 5.5 The increase in the LCTS year on year reflects an under estimation of the cost in the current year, expectation of a Council Tax increase from our main preceptors, and inclusion of a small headroom to guard against an increase in take up in those eligible for LCTS. The increase is offset by a savings proposal to introduce rolling accuracy reviews.
- 5.6 The growth assumption for 2026/27 takes into account an increase of 250 Band D equivalent homes. This is positive, but slower growth than the current year due to the mix and maturity of key housing developments.
- 5.7 The proposed Council Tax Base has been reflected within the MTFP reported elsewhere on today's agenda.
- 5.8 Separate Base calculations have been made for each Parish Council and these are included in the recommendations.

6. RISK IMPLICATIONS

- 6.1. The Tax Base for 2026/27 and in the subsequent years is subject to the following main risks;
- The proposed Council Tax Base includes a best estimate of average LCTS claimants. There is a potential risk that claimants may increase due to the economic uncertainty or government policy, for example promotion of pension credit. This is mitigated by consideration of economic forecasts for future years and allowance of a small headroom in the calculation;
 - Less growth in housebuilding. This is mitigated by understanding both developments in progress and planned developments to factor in the latest position in timing and value of house builds planned. Progress is monitored closely in year and over the MTFP period; and
 - Reduced collection rate. The pandemic saw a significant dip in the in-year collection rate. On-going, year on year recovery of the in-year rate, coupled with the strong collection of arrears mitigates the risk. This is being kept under close review and regular management reporting is in place to ensure that collection rate is maintained.

7. FINANCIAL CONSIDERATIONS

- 7.1. The Council must budget to avoid a deficit on its statutory Collection Fund. In determining the 2026/27 Council Tax Base a number of underlying assumptions have been made. As part of the Council's Financial Governance Framework, throughout 2026/27 programmed monitoring reviews of Collection Fund Council Tax performance will be undertaken and reported to Finance and Corporate Affairs Committee.
- 7.2 Growth in the 2026/27 Tax Base had already been anticipated in the MTFP. The additional growth associated with the LCTS accuracy changes, is included within the savings proposals, and has been increased to mirror the final Base position.

8. LEGAL CONSIDERATIONS

- 8.1. To comply with statutory responsibilities as set out in the Local Government Finance Act 1992 the Council must determine the Council Tax Base for the forthcoming financial year by 31 January. This report ensures this responsibility is discharged.

9. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	No relevant issues
FINANCIAL CONSIDERATIONS	No relevant issues
SUBSIDY CONTROL	No relevant issues
LEGAL CONSIDERATIONS	No relevant issues
SINGLE IMPACT ASSESSMENT (IMPACT ASSESSMENT FOTM TO BE COMPLETED AS APPROPRIATE)	No relevant issues
STAFF CONSIDERATIONS	No relevant issues
ASSET MANAGEMENT CONSIDERATIONS	No relevant issues

ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	No relevant issues
CONSULTATION	No relevant issues

10. RECOMMENDATIONS

10.1 It is recommended that Members refer for approval for full Council, that:

- a) Approve a Hartlepool BC Council Tax Base for 2026/27 of 26,975 as detailed in Appendix 1.
- b) Approve a Council Tax Base for 2026/27 for Parishes who may levy a precept upon the Council's Collection Fund as follows:

Brierton	15.0
Claxton	42.2
Dalton Piercy	132.5
Elwick	247.0
Greatham	276.0
Hart	575.6
Headland	811.5
Newton Bewley	35.0
Wynyard	1,247.4

11. REASON FOR RECOMMENDATIONS

11.1 To enable the Council to discharge its statutory responsibilities.

12. BACKGROUND PAPERS

12.1 Council Tax Base 2025/26 – Report to Finance and Policy Committee 25 November 2024.

13. CONTACT OFFICER

James Magog
 Director of Finance, IT and Digital
 Email: James.magog@hartlepool.gov.uk
 Telephone: 01429 523093

Sign Off:-

Managing Director	Date: 31 October 2025
Director of Finance, IT and Digital	Date: 31 October 2025
Director of Legal, Governance and HR	Date: 31 October 2025

Council Tax Base - HBC

Appendix 1

	Band (A)	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H	Total	Band D Equivalents
Chargeable Dwellings	140.00	23,345.00	7,685.00	6,756.00	3,611.00	2,085.00	954.00	687.00	99.00	45,362.00	36,504
Total Discount	(15.25)	(2,678.25)	(801.75)	(507.75)	(212.50)	(97.75)	(37.75)	(23.25)	(2.75)	(4,377.00)	(3,300)
Premium Factor	0.00	424.00	58.00	48.00	18.00	8.00	6.00	5.00	1.00	568.00	417
Council Tax Support Estimate	(40.84)	(7,469.23)	(1,188.48)	(420.41)	(109.14)	(41.21)	(13.75)	(3.71)	0.00	(9,286.77)	(6,485)
Net Forecast Chargeable Dwellings	83.91	13,621.52	5,752.77	5,875.84	3,307.36	1,954.04	908.50	665.04	97.25	32,266.23	27,136
Prescribed Proportions for each band	5/9	6/9	7/9	8/9	9/9	11/9	13/9	15/9	18/9		9/9
Band D Equivalent Properties	46.62	9,081.01	4,474.38	5,222.97	3,307.36	2,388.27	1,312.28	1,108.40	194.50	27,135.79	27,136
Band D Forecast Growth (Housing)										250.00	250
Total Forecast Band D Equivalents - Item A										27,385.79	27,386
Estimated Collection Rate - Item B										98.5%	98.5%
Tax Base 2026/27										26,975.00	26,975

ITEM 11(b)(i)

**Acquisition of 9 Houses for
Housing Revenue Account on
the South West Extension –
Report of the Finance and
Corporate Affairs Committee**



Hartlepool
Borough Council

Council

11 December 2025

Report of: Finance and Corporate Affairs Committee

Subject: ACQUISITION OF 9 HOUSES FOR HOUSING
REVENUE ACCOUNT ON THE SOUTH WEST
EXTENSION

1. **COUNCIL PLAN PRIORITY**

Hartlepool will be a place:
- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)

2. **PURPOSE OF REPORT**

2.1 The purpose of this report is to consider the referral from Finance and Corporate Affairs Committee to approve the prudential borrowing required to facilitate the acquisition of 9 affordable rented units from Persimmon Homes.

3. **BACKGROUND**

3.1 On the 24 November 2025, Finance and Corporate Affairs Committee received a report detailing the proposed acquisition. A copy of the report can be found at **Annex A**.

3.2 The report detailed the proposed acquisition, setting out the benefits of the scheme due to the increased supply of social housing and a full business case supporting the acquisition.

- 3.3 As the purchase requires prudential borrowing, this must legally be approved by Full Council.

4. PROPOSALS

- 4.1 Agreement has been reached on the price and specification for the acquisition of 9 affordable rented units which are a mix of four 2 bedroom and five 3 bedroom family homes to be constructed on the Persimmon South West Extension site. Finance and Corporate Affairs Committee approved the acquisition and now approval is sought for the borrowing required to fund the acquisition.
- 4.2 The Council as a registered provider operating a Housing Revenue Account has identified the need to grow its housing stock to firstly meet the affordable housing needs of residents but to strengthen the financial resilience of the HRA. These units will contribute to the aims set out in the HRA Business Plan approved by Members in January 2025.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	All risks are set out within section 5 of the main report contained in Annex A .
FINANCIAL CONSIDERATIONS	All financial considerations are set out within the Appendix 2 (This item contains exempt information under Schedule 12A Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2006) namely (para 3), information relating to the financial or business affairs of any particular person (including the authority holding that information).
SUBSIDY CONTROL	There are no subsidy control considerations.
LEGAL CONSIDERATIONS	All legal considerations regarding the purchase are set out in Appendix 2 Prudential borrowing must be approved by Full Council. This function cannot be delegated to a committee, sub-committee, or officer.
SINGLE IMPACT ASSESSMENT	Set out in Appendix 3 .
STAFF CONSIDERATIONS	There are no staffing considerations, all properties will

	be managed by the existing housing management team.
ASSET MANAGEMENT CONSIDERATIONS	The properties once acquired will be managed under the HRA with all maintenance costs being funded through HRA resources, costs associated with management and maintenance of these 9 additional units have been factored into the business case. There are no other asset management considerations
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	All considerations set out in Section 5 of the main report contained in Annex A .
CONSULTATION	Details of consultation set out in Section 5 of the main report contained in Annex A .

6. RECOMMENDATIONS

- 6.1 That Council approve the prudential borrowing set out in **Appendix 2** of the main report attached at **Annex A**, to facilitate the purchase of 9 affordable rented units on the Persimmon 'South West Extension' site.

7. REASONS FOR RECOMMENDATIONS

- 7.1 To allow for the acquisition of 9 affordable rented units approved by Finance and Corporate Affairs Committee on the 24th November 2025.

8. BACKGROUND PAPERS

- 8.1 None.

9. CONTACT OFFICERS

- 9.1 Kieran Bostock- Director of Neighbourhoods and Regulatory Services

FINANCE AND CORPORATE AFFAIRS COMMITTEE

24 NOVEMBER 2025



Subject: ACQUISITION OF 9 HOUSES FOR HOUSING
REVENUE ACCOUNT ON THE SOUTH WEST
EXTENSION

Report of: Director of Neighbourhoods and Regulatory Services

Decision Type: Key (NRS 103/25)

1. COUNCIL PLAN PRIORITY

Hartlepool will be a place:

- where people live healthier, safe and independent lives. (People)
- that is connected, sustainable, clean and green. (Place)

2. PURPOSE OF REPORT

- 2.1 To seek approval for the Housing Revenue Account (HRA) proposed acquisition of 9 affordable rented houses on land at the Southwest Extension from Persimmon Homes. The proposals form part of the overall HRA business plan to grow through the delivery of new housing stock

3. BACKGROUND

- 3.1 Hartlepool Borough Council have agreed in principle with Persimmon Homes to acquire 9 affordable rented homes to be delivered on their Southwest Extension site in Hartlepool. These units have been advertised to Registered Providers operating in Hartlepool and are being delivered due to the requirements of the S106. The scheme has full planning approval (H/2014/0405).
- 3.2 The Council as a registered provider operating a Housing Revenue Account has identified the need to grow its housing stock to firstly meet the affordable housing needs of residents but to strengthen the financial resilience of the HRA. These units will contribute to the aims set out in the HRA Business Plan approved by Members in January 2025.

4. PROPOSAL FOR CONSIDERATION

- 4.1 Agreement has been reached on the price and specification of the 9 affordable rented units which are a mix of four 2 bedroom and five 3 bedroom family homes to be constructed on the Persimmon South West Extension site (see plan included as **CONFIDENTIAL APPENDIX 1 This item contains exempt information under Schedule 12A Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2006) namely, (paragraph 3) information relating to the financial or business affairs of any particular person (including the authority holding that information).**) Construction of these units is due to commence early 2026 and these units are in small clusters across the wider private market housing site. The homes are to be constructed and transferred to the Council on a “golden brick” (the point at which the dwelling walls are built past damp proof course level which minimizes stamp duty, with Persimmon acting as building contractor thereafter) arrangement and subject to Persimmon discharging all relevant planning conditions. Persimmon wish to exchange contracts by December 2025 subject to Committee approval.
- 4.2 The proposed house types and internal layouts meet nationally described space standards (NDSS). In addition, several improvements to the standard Persimmon Homes affordable homes specification have been agreed to help to meet the needs of tenants and to allow for long term ease of management and maintenance. An assumption on the cost of this additional specification has been made pending precise cost confirmation from Persimmon.

5. OTHER CONSIDERATIONS/IMPLICATIONS

RISK IMPLICATIONS	<p>The intention is that the Council enters into a fixed price contract with Persimmon Homes to deliver 9 affordable rented residential units within an approximate 8-month build program, exact timing of which is still to be programmed. Risks will be mitigated through the contract and payments made once certain agreed milestones of DPC/Roof/Practical Completion have been certified by a Compliance Officer. Once built, the properties will be owned and managed by the Council’s HRA.</p> <p>Given the high demand for social housing and in particular new build, high quality homes in this area, the risk of void loss and stock turnover is limited and therefore are sustainable stock types for the HRA. Potential void loss and bad debt provision have been factored into the business case.</p> <p>As with any new housing acquisition there is a risk of Right to Buy however, this is mitigated by the cost floor calculation which will protect the HRA for a number of</p>
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	<p>years. Recent changes to right to buy legislation have also made acquiring social housing less favorable to the tenant.</p> <p>This risk however, is factored into the overall HRA business plan.</p>
FINANCIAL CONSIDERATIONS	<p>Details of the funding considerations and business model for this proposed scheme are set out in CONFIDENTIAL APPENDIX This item contains exempt information under Schedule 12A Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2006) namely, (paragraph 3) information relating to the financial or business affairs of any particular person (including the authority holding that information).</p>
SUBSIDY CONTROL	<p>There are no subsidy control considerations.</p>
LEGAL CONSIDERATIONS	<p>All legal considerations set out in Appendix 2.</p>
SINGLE IMPACT ASSESSMENT	<p>Set out in Appendix 3.</p>
STAFF CONSIDERATIONS	<p>There are no staffing considerations, all properties will be managed by the existing housing management team.</p>
ASSET MANAGEMENT CONSIDERATIONS	<p>The properties once acquired will be managed under the HRA with all maintenance costs being funded through HRA resources, costs associated with management and maintenance of these 9 additional units have been factored into the business case. There are no other asset management considerations.</p>
ENVIRONMENT, SUSTAINABILITY AND CLIMATE CHANGE CONSIDERATIONS	<p>All units achieve present regulatory standards.</p>
CONSULTATION	<p>The intention to grow HBC's owned housing stock has been set out in the annual HRA business plan report to Members.</p>

6. RECOMMENDATIONS

- 6.1 Committee is recommended to approve the principle of the Council's acquisition of 9 affordable rented units on a golden brick basis from Persimmon Homes with delegated authority given for the contract negotiation and approval of final heads of terms to the Director for Neighbourhoods and Regulatory Services and The Chair of Finance and Corporate Affairs Committee.
- 6.2 That the Committee approves the financial business case as set out in Confidential **Appendix 2** and refers the matter to Full Council for approval of the necessary borrowing to enable progression of the acquisition. **This item contains exempt information under Schedule 12A Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2006) namely, (paragraph 3) information relating to the financial or business affairs of any particular person (including the authority holding that information).**

7. REASONS FOR RECOMMENDATIONS

- 7.1 The acquisition of the proposed 9 houses supports the objectives set out within the HRA business plan by bringing high demand good quality accommodation into the Councils housing stock profile and strengthen the financial resilience of the HRA. In addition, it provides affordable accommodation for local people and helps to meet the high demand for social housing units in the town.

8. BACKGROUND PAPERS

- 8.1 HRA Business Plan Report January 2025.

9. CONTACT OFFICERS

Tim Wynn – Strategic Asset Manager - 01429 523386
Amy Waller – Principal Housing Officer (Place) - 01429 523539

Sign Off:-

Chief Executive	Date: 12/11/2025
Director of Finance, IT and Digital	Date: 12/11/25
Director of Legal, Governance and HR	Date: 12/11/25

Hartlepool Borough Council – Single Impact Assessment Form

Guidance for completing this form is available in the “Single Impact Assessment: Toolkit for Officers”, available from the Single Impact Assessment page on the intranet at <https://hbcintranet/Pages/Single-Impact-Assessments.aspx>.

Appendix 3

Section 1 – Details of the proposed action being considered

1.1 Lead Department:	Neighbourhoods and Regulatory Services
1.2 Lead Division:	Estates & Asset Management Section
1.3 Title of the proposed action:	
ACQUISITION OF 9 HOUSES FOR HOUSING REVENUE ACCOUNT ON THE SOUTH WEST EXTENSION	
1.4 Brief description of the proposed action:	
The action proposes the acquisition of 9 affordable rented units from Persimmon Homes by the Council's Housing Revenue Account (HRA) on the South West Extension development site.	
1.5 Who else is involved:	
The action is proposed by, and will be delivered by, the Council in partnership with Persimmon Homes.	

Hartlepool Borough Council – Single Impact Assessment Form

1.6 Who will make the final decision about the proposed action:

Finance and Corporate Affairs Committee

1.7 Which wards will be affected by the proposed action? Tick all that apply

All wards	<input type="checkbox"/>	Hart	<input type="checkbox"/>	Seaton	<input type="checkbox"/>
Burn Valley	<input type="checkbox"/>	Headland & Harbour	<input type="checkbox"/>	Throston	<input type="checkbox"/>
De Bruce	<input type="checkbox"/>	Manor House	<input type="checkbox"/>	Victoria	<input type="checkbox"/>
Fens & Greatham	<input checked="" type="checkbox"/>	Rossmere	<input type="checkbox"/>	N/A - Internal council activities	<input type="checkbox"/>
Foggy Furze	<input type="checkbox"/>	Rural West	<input type="checkbox"/>		

1.8 Completed By:

Name	Job Title	Date Completed
Amy Waller	Principal Housing Officer (Place)	10/11/2025

1.9 Version	Author	Summary of Changes	Date

Hartlepool Borough Council – Single Impact Assessment Form

Section 2 – Explaining the impact of the proposed action

2.1 What data and evidence has informed this impact assessment?

Data on housing need and demand provided by the housing waiting list team informed the decision as it provided confidence that there is strong demand in the Borough for 2 and 3 bedroom affordable rented family homes. The provision of this accommodation through the acquisition of these units will assist in meeting this strong demand for social housing.

In addition the evidence of scheme viability was used to inform decision making and provides evidence that there is a robust business case for the acquisition of these units and that this will financially have a long term positive impact on Housing Revenue Account resources.

2.2 If there are gaps in evidence or not enough information to assess the impact, how have you addressed this or how will you address it?

Gap(s) Identified	How it / they have or will be addressed
None identified	Not applicable

Hartlepool Borough Council – Single Impact Assessment Form

2.3 Risk Score

Impact	Negative Impact Score	Explanation – what is the impact?
Age		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score: 2 Impact score: 2 Overall score: 4	The provision of 9 new affordable rented units will have a positive impact on any age group in housing need in particular families with children. It will provide new homes and security of tenure for Hartlepool residents in housing need.
Disability		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Gender Reassignment		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Marriage and Civil Partnership		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	

Hartlepool Borough Council – Single Impact Assessment Form

Impact	Negative Impact Score	Explanation – what is the impact?
Pregnancy and Maternity		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Race (Ethnicity)		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score:2 Impact score:2 Overall score:4	The provision of 9 new affordable rented units will be let in line with the Council's allocations policy which is accessible to people of all ages, races, religions and orientation.
Religion or Belief		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Sex		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	

Hartlepool Borough Council – Single Impact Assessment Form

Impact	Negative Impact Score	Explanation – what is the impact?
Sexual Orientation		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Care Leavers (Local)		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Armed Forces (Local)		
<input type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input checked="" type="checkbox"/> No Impact	Likelihood score: Impact score: Overall score:	
Poverty and Disadvantage (Local)		
<input checked="" type="checkbox"/> Positive Impact <input type="checkbox"/> Negative Impact <input type="checkbox"/> No Impact	Likelihood score:2 Impact score:2 Overall score:4	The acquisition of 9 affordable rented units will have a positive impact given they will be allocated to those most in housing need and require either 2 or 3 bedroom properties. It will contribute positively to disadvantaged families providing them with new homes to live in and security of tenure as the Council as their landlord.

Section 3 - Mitigation Action Plan or Justification

Hartlepool Borough Council – Single Impact Assessment Form

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer

Justification If you need to justify your proposed action explain this here

Section 4 - Sign Off

Responsible Officer sign off:	
Name	Amy Waller
Job title	Principal Housing Officer (Place)
Assistant Director / Director sign off:	
Name	
Job title	

Once the Single Impact Assessment is completed please send to impactassessments@hartlepool.gov.uk.

Hartlepool Borough Council – Single Impact Assessment Form

Section 5 - Review (To be completed after implementation)

5.1 Review completed by:		
Name	Job Title	Date review completed

5.2 Did the impact turned out as expected?

5.3 Were the proposed mitigations the correct ones and were they successful in reducing any negative impacts?

5.4 Were there any unexpected outcomes?

Hartlepool Borough Council – Single Impact Assessment Form

5.5 Following the review please identify next steps here (Select one)

- ☐ Additional mitigation required (give details below - 5.6)
- ☐ Original proposed course of action needs to be revisited
- ☐ No further action required

5.6 Additional mitigation(s) or justification

Group(s) impacted	Proposed mitigation	How this mitigation will make a difference	By when	Responsible Officer

Justification If you need to justify your proposed action explain this here

Submit form with completed review to impactassessments@hartlepool.gov.uk

ITEM (13)

Chief Executive's Business Report



Hartlepool
Borough Council

Council

11 December 2025

Report of: Chief Executive

Subject: BUSINESS REPORT

1. TEES VALLEY COMBINED AUTHORITY UPDATE

Tom Bryant, TVCA Chief Executive will be in attendance to provide an update from the Combined Authority.

2. COMMITTEE CHAIRS AND MEMBERSHIPS

Members are asked to note the membership changes made under delegated powers by the Director of Legal, Governance and HR as shown in the attached document **Appendix A**. Particular attention is drawn to the following Chair appointments

- a. Finance and Corporate Affairs Committee – Councillor Pamela Hargreaves
- b. Health and Wellbeing Board – Councillor Gary Allen
- c. Housing, Growth and Communities Committee – Councillor Karen Oliver
- d. Neighbourhoods and Regulatory Services Committee – Councillor Owen Riddle

3. OUTSIDE BODY APPOINTMENTS

Members are asked to note the membership changes made under delegated powers by the Director of Legal, Governance and HR as shown in the attached document **Appendix B**

4. **OUTSIDE BODY VACANCIES**

Members are advised of the following Outside Body vacancies:

- Teesside Pension Board – 1 vacancy
- Tees Valley Combined Authority – Overview and Scrutiny Committee – 1 substitute vacancy

Nominations are sought

5. **NATIONAL SOCIAL WORKER OF THE YEAR 2025 AWARDS**

- 5.1 On Friday 17th October the Social Worker of the Year Awards 2025 took place in Manchester celebrating excellence and innovation across the profession and shining a light on those who go above and beyond to transform lives. These are national awards with hundreds of people nominated from across the country, so being shortlisted is a massive achievement.
- 5.2 This year we were delighted that Charlotte Roberts, Assistant Team Manager in the Learning Disability team was shortlisted for the Practice Educator of the Year Award, which recognises social workers who have successfully coached and mentored students to develop their skills in social work. Supporting the next generation of social workers is so important, so huge congratulations to Charlotte!
- 5.3 We were also thrilled to have John Lovatt, Assistant Director for Adult Social Care shortlisted for the Lifetime Achievement Award. This award celebrates individuals who have dedicated their entire working life to social work and have consistently made a positive difference within their community. We were over the moon when John won the silver award, which is incredibly well-deserved and a real testament to the fantastic work he does in Hartlepool. Well done John – we're all very proud of you!
- 5.4 Achievements like this serve as a reminder that the people who work in adult social care in Hartlepool are talented, committed and go the extra mile to make a difference. Well done to Charlotte and to John, and to all of you doing great work in adult social care

6. **CRIMINAL JUSTICE OPERATIONAL IMPLEMENTATION TASKFORCE**

- 6.1 I have recently become a member of the above Taskforce representing the Society of Local Authority Chief Executives (SOLACE). Demand within the Criminal Justice system is expected to continue to increase in the coming years. The Government estimates that without action, the prison population will grow by over 3,000 annually in the coming years reaching between 97,300 and 112,300 prisoners by November 2032. Which exceeds the

number of prison places that will be available despite the government increasing supply.

7. **RESCHEDULING OF COUNCIL MEETING**

Members will recall the agreement of a programme of Council meeting dates for the year at the Annual Council meeting on 20 May 2025

It is now felt that the meeting scheduled for 15 January 2026 should be moved to 5th February 2026 to fit in with the Chief Executive recruitment process.

Recommendation

That the meeting of Council scheduled for 15 January 2026 be rescheduled to 5th February 2026.

2025/26 BLANK APPOINTMENTS TO CTTEES

INTRODUCTION

The Local Government and Housing Act 1989 established the principle of the proportional allocation of Committee and Sub-Committee seats. The Council is required also under Section 15(1) of the Local Government and Housing Act 1989, to keep under review the representation of the different political groups on bodies appointed by the Council.

POLITICAL GROUPS

In accordance with Regulation 8 of the Local Government (Committees and Political Groups) Regulations 1990, the under-mentioned Councillors have given notice to the Managing Director of their wish to be regarded as members of the political groups as set out below:-

D APPOINTMENTS TO COUNCIL COMMITTEES AND FORUMS

COMMITTEES AND FORUMS FULFILLING REGULATORY AND OTHER FUNCTIONS

Finance and Corporate Affairs Committee* – 11 Members

1	Councillor Harrison Hargreaves - <i>Chair (Leader)</i>	7	Councillor Nelson
2	Councillor Scarborough - <i>Vice Chair /Deputy Leader</i>	8	Councillor Napper
3	Councillor Allen - <i>Chair Adult Services and Public Health</i>	9	Councillor Creevy
4	Councillor Morley - <i>Chair Children's Services</i>	10	Councillor Lindridge
5	Councillor Oliver Riddle - <i>Chair Neighbourhoods and Regulatory Services</i>	11	Councillor Little
6	Councillor Hargreaves Oliver - <i>Chair Housing, Growth and Communities</i>		

(*Membership NOT to include any Audit and Governance Committee members)
Plus Parish Council Representative – Minna Ireland (Dalton Piercy Parish Council)

~~Adult and Community Based Services~~ **Adult Services and Public Health Committee** – 7 Members

1	Councillor Allen - <i>Chair</i>	5	Councillor Boddy
2	Councillor Roy - <i>Vice Chair</i>	6	Councillor Little
3	Councillor Hall	7	Councillor Doyle
4	Councillor Cook		

Parish Council Representative – Scott Gaiety (Headland Parish Council).

~~Neighbourhoods Services~~ **Neighbourhoods and Regulatory Services Committee** – 7 Members

1	Councillor Oliver Riddle - <i>Chair</i>	5	Councillor Cook Boddy
2	Councillor Riddle Wallace - <i>Vice Chair</i>	6	Councillor Doyle Napper
3	Councillor C-Wallace Dunbar	7	Councillor Little
4	Councillor Male Jorgeson		

Parish Council Representatives – Stephen Smith (Greatham Parish Council) and Lyn Noble (Dalton Piercy Parish Council)

Economic Growth and Regeneration Housing, Growth and Communities Committee – 7 Members

1	Councillor Hargreaves Oliver - <i>Chair</i>	5	Councillor Nelson Cook
2	Councillor Dodds <i>Vice - Chair</i>	6	Councillor Napper
3	Councillor Riddle Male	7	Councillor Lindridge
4	Councillor Scarborough		

Parish Council Representative – Stephen Smith (Greatham Parish Council), Sam Lee (Headland Parish Council) and Liz Hurst (Wynyard Parish Council)

Children's Services Committee –7 Members

1	Councillor Morley <i>Chair</i>	5	Councillor Little
2	Councillor Boddy - <i>Vice Chair</i>	6	Councillor Dunbar
3	Councillor Holbrook	7	Councillor Buchan
4	Councillor Harrison		

Plus Independent Co-opted Members, including C. of E. and R.C. Representatives (with voting rights) parent governor representatives and potential other co-optees.
Parish Council Representative – Vacancy.

Corporate Parent Forum –7 Members

Membership same as the Children's Services Committee

Health and Wellbeing Board – 4 Members (including Leader of Council)

1	Councillor Harrison Allen - Chair (Leader)	3	Councillor Darby
2	Councillor Roy	4	Councillor Little

Licensing Committee –12 Members

1	Councillor Dunbar - <i>Chair</i>	7	Councillor Dodds
2	Councillor Nelson - <i>Vice Chair</i>	8	Councillor Feeney
3	Councillor Bailey-Fleet	9	Councillor Jorgeson
4	Councillor Clayton	10	Councillor Reeve
5	Councillor Thompson	11	Councillor Napper Doyle
6	Councillor Allen	12	Councillor Little

Planning Committee –11 Members

1	Councillor Boddy - <i>Chair</i>	7	Councillor Thompson
2	Councillor Roy - <i>Vice Chair</i>	8	Councillor Feeney
3	Councillor Bailey-Fleet	9	Councillor Napper
4	Councillor Hargreaves Dodds	10	Councillor Dunbar
5	Councillor Oliver	11	Councillor Little
6	Councillor Jorgeson		

Constitution Committee – 9 Members

1	Councillor Harrison Hargreaves - <i>Chair (Leader)</i>	6	Councillor Bailey-Fleet
2	Councillor Thompson - (<i>Chair of Council</i>)	7	Councillor Buchan
3	Councillor Dunbar	8	Councillor Napper
4	Councillor Boddy	9	Councillor Little
5	Councillor Dodds		

Audit and Governance Committee* – 10 Members

1	Councillor Moore - <i>Chair</i>	6	Councillor Boddy
2	Councillor Darby - <i>Vice Chair</i>	7	Councillor Cooke
3	Councillor Jorgeson	8	Councillor Roy
4	Councillor Holbrook	9	Councillor Male
5	Councillor Hall	10	Councillor Reeve

(*Membership NOT to include any Finance and Policy Committee members and Chair and Vice Chair must NOT be from Majority Group.)

Plus Independent Member(s) for Standards functions and Parish Council representatives when dealing with Parish Council issues and one fully co-opted representative from a responsible local policing body during consideration of Crime and Disorder Committee matters.

The term of office of Independent Members (David Whitmore and Martin Slimings comes to an end on 8 May 2027)

Appointments Panel – 8 Members

1	Councillor Thompson <i>Chair of Council</i>	5	Councillor Morley
2	Councillor Harrison Hargreaves <i>Leader of Council</i>	6	Councillor Buchan
3	Councillor Hargreaves Harrison	7	Councillor Little
4	Councillor Oliver	8	Councillor Boddy

*Plus relevant Policy Chair if not already a Member

Civic Honours Committee – 5 Members

1	Councillor Thompson <i>Chair of Council**</i>	4	Councillor Little
2	Councillor Holbrook	5	Councillor Doyle
3	Councillor Dodds		

** Outside of political balance calculations

Appeals Committee – 5 Members

1	Councillor Buchan	4	Councillor Allen
2	Councillor Little	5	Councillor Thompson
3	Councillor Harrison		

Independent co-opted member - John McDade

APPOINTMENTS TO OUTSIDE ORGANISATIONS AND OTHER BODIES

1. Introduction and explanation

The attached schedules show the categorisation of the currently recognised outside organisations and other bodies. There are five main categories as follows:

- (i) Joint Committees
- (ii) Leadership Bodies and Partnerships
- (iii) Advisory
- (iv) Council in the Community
- (v) Other Decision Making Bodies

It will be open to the Council to make Officer nominations where appropriate in respect of most bodies, the main exception being formal Joint Committees where Member attendance is a statutory requirement. In some cases it may be possible and appropriate to make nominations of persons from outside of Council.

These sub categories have been determined as follows:

(i) Joint Committees

Part IV of the Local Government Act 1972 and other specific legislation provides that the arrangements for the discharge of functions may be through a joint Committee of two or more Local Authorities.

(ii) Leadership Bodies and Partnerships

Involvement in such bodies and partnerships will cover the following roles:

- to represent the interests of Hartlepool
- to lead the community planning process
- to be the focus for forming partnerships with other public, private, voluntary and community sector organisations to address local needs.

(iii) Advisory

Bodies which relate to the Council's functions in an advisory or influencing capacity.

(iv) Council in the community

These are bodies which do not discharge functions of the Council and where the principal role of Elected Members who are nominated will be to represent constituency interests, whether at the Ward or Borough level.

(v) Other decision making bodies

These are decision making bodies other than Joint Committees.

(i) **JOINT COMMITTEES**

	<u>Organisation</u>	<u>2025/26 Membership</u>
3	Archives Joint Committee	(1) Cllr Allen Designated Sub: Cllr Male
5	Cleveland Emergency Planning Joint Committee	(1) Cllr Oliver Riddle (Chair of Neighbourhoods and Regulatory Services Committee) Designated Sub: Cllr C Wallace
7	Cleveland Police and Crime Panel (Statutory Guidance applies) (Politically balanced across Cleveland area – 1 Lab, 1 Con – Sub also has to be politically balanced)	(1) Cllr Oliver Riddle Designated Sub: Cllr Male (2) Cllr Martin-Wells Designated Sub: No sub
30	North Eastern Inshore Fisheries and Conservation Authority	(1) Cllr Creevy
33	Northumbria Regional Flood and Coastal Committee	(1) Cllr Napper
48	Tees Valley Joint Health Scrutiny Committee (2025/26 Redcar and Cleveland BC to Chair)	(1) Cllr Moore (Chair of Audit and Governance Committee) (2) Cllr Boddy (Member of A and G Committee) (3) Cllr Roy (Member of A and G Committee)
36	Regional Health Scrutiny Joint Committee (now North East Joint Health Scrutiny Committee) (South Tyneside Chair)	(1) Cllr Moore (Chair of Audit and Governance Committee)
10	Durham, Darlington and Teesside, Hambleton, Richmondshire and Whitby Sustainability and Transformation Plans (STP) Joint Health Scrutiny Committee	(1) Cllr Moore (Chair of Audit and Governance Committee)* (2) * refer to Audit and Governance Committee (3) * refer to Audit and Governance Committee (*Member of Audit and Governance Cttee)
34	Patrol (Parking and Traffic Regulations Outside London) Adjudication Joint Committee	(1) Cllr Clayton
57	North East Regional Joint Scrutiny Members Officers Network	Cllr Jorgeson

(ii) LEADERSHIP BODIES & PARTNERSHIPS

	<u>Organisation</u>	<u>2025/26 Membership</u>
4	Association of North East Councils Sub-groups of ANEC as noted below: Leaders and Elected Mayor's Group Collaborative NCPC Sub-Group (replaces NEPO appointment) North East Culture Partnership Board	No nominations required – appointments are no longer required for the full association (1) Leader, Cllr Harrison Hargreaves (2) Chief Executive (Advisory capacity) (1) Cllr Harrison Hargreaves (Chair of Finance and Corporate Affairs Committee) (1) Cllr Hargreaves
11	Durham Heritage Coast Partnership Steering Group	(1) Cllr Male
17	Hartlepool and District Sports Council	(1) Cllr Roy (2) Cllr Jorgeson (3) Cllr Holbrook
19	Hartlepool Power Station (i) Community Liaison Committee (ii) Emergency Planning Committee	(1) Cllr Dodds (2) Cllr C Wallace (3) Asst Director, Preventative and Community Based Services (1) Chief Emergency Planning Officer
50	Tees Valley Leaders and Elected Mayor's Group	(1) Leader – Cllr Harrison Hargreaves (Sub Deputy Leader – Cllr Scarborough) (2) Chief Executive
49	Tees Valley Leaders & Chief Executive's Meeting	(1) Leader – Cllr Harrison Hargreaves (Sub Deputy Leader - Cllr Scarborough) (2) Chief Executive
22	Local Government Association	(1) Cllr Harrison Hargreaves (Leader) (2) Cllr Scarborough (Deputy Leader)
22	Local Government Association Coastal Special Interest Group	(1) Cllr Riddle

	<u>Organisation</u>	<u>2025/26 Membership</u>
28	North East Migration Partnership Member Forum	(1) Cllr Harrison Oliver (had previously been Chair of Finance and Corporate Affairs Committee)
31	North Tees and Hartlepool NHS Foundation Trust	(1) Cllr Roy
32	Northern Consortium of Housing Authorities	(1) Cllr Harrison Oliver (had previously been Chair of Finance and Corporate Affairs Committee) (2) Cllr Scarborough (Vice-Chair of Finance and Corporate Affairs Committee)
38	Safer Hartlepool Partnership	(1) Cllr Harrison Riddle (Chair of Neighbourhoods and Regulatory Services Committee - had previously been Leader) (2) Cllr Oliver (Chair of Housing Growth and Communities Committee)
41	Standing Advisory Council for Religious Education (Term of office 2024-2028)	(1) Cllr Harrison (2) Cllr Little
42	Tees Esk and Wear Valley NHS Trust	Cllr Boddy
47	Tees Valley Combined Authority Board (i) Transport Committee	(1) Cllr Harrison Hargreaves (had previously been Chair (Leader) (Sub – Cllr Hargreaves Oliver as Chair of Housing Growth and Communities) (1) Cllr Oliver Riddle (Chair of Neighbourhoods and Regulatory Services Committee) (Sub – Cllr Dodds)
	(ii) Audit and Governance Committee Politically balanced (Lab– 1)	(1) Cllr Boddy (Member of Audit and Governance Committee) Sub – Cllr Roy
	(iii) Overview and Scrutiny Committee Politically balanced (Lab – 2/Cons – 1) - Membership of Overview and Scrutiny not to include the TVCA Audit and Governance Member or Transport Committee Member.	(1) Cllr Creevy (Sub – Cllr Allen) (2) Cllr Nelson (Sub – Cllr Dodds) (3) Cllr Martin-Wells (Sub – Vacancy)

	<u>Organisation</u>	<u>2025/26 Membership</u>
	(iv) Independent Remuneration Panel	(1) Martin Slimings (Independent Member)
	(v) Education, Employment and Skills Partnership Board	(1) Cllr Hargreaves (Sub – Cllr Dodds)
25	National Museum of Royal Navy Hartlepool (NMRN Hartlepool) Charitable Trust	(1) Cllr C Wallace (2) Chief Executive* *Board Members are both company directors and trustees.
55	The Northern Studios (Hartlepool) Limited	(1) Chief Executive* *Board Member is Company Director
26	North East and North Cumbria Integrated Care Board (ICB) (Term of office 2025-2027)	(1) No appointment required – appointed by ANEC
27	North East and North Cumbria Integrated Care Partnership	(1) Cllr Harrison Allen (Chair of Adult Services and Public Health - was previously Leader) (2) Director of Public Health
18	Hartlepool Mayoral Development Corporation (Mayoral Appointment)	(1) Board Member – Mayoral Appointment (2) Denise McGuckin (Associate Member/Non-voting)
43	Tees Port Welfare Committee	(1) Cllr Dodds
9	Domestic Abuse Strategic Partnership	(1) Cllr Oliver

(iii) **ADVISORY**

	<u>Organisation</u>	<u>2025/26 Membership</u>
23	Local Joint Consultative Committee *Politically balanced (Lab – 2, Con – 1, Indep – 1) ** Dependent on subject matter to be considered	(1) Cllr Boddy* (2) Cllr Dunbar* (3) Cllr Holbrook* (4) Cllr Feeney* (5) S Williams (Union rep) (6) E Jeffries (Union rep) (7) T Harvey (Union rep) (8) Anthony Kelly (Union rep) (9) Chief Executive (10) Director of Legal, Governance and Human Resources (11) A N Other Officer** (12) A N Other Officer** Plus: Leader (Cllr Harrison Hargreaves), Deputy Leader, Leader of Majority Group (non-voting)
39	Schools Admission Forum	(1) Cllr Boddy (Vice -Chair of Children's Services Committee) (2) Cllr Harrison (3) Cllr Bailey-Fleet

(iv) COUNCIL IN THE COMMUNITY

	<u>Organisation</u>	<u>2025/26 Membership</u>
2	Age UK Teesside	(1) Cllr Napper
6	Cleveland Fire Authority Politically balanced (Lab – 2, Con / Ind – 1) Executive	(1) Cllr C Wallace (2) Cllr Allen (3) Cllr Buchan (1) Fire Authority appoint to Executive
44	Teesside International Airport Board	(1) Cllr Roy
45	Teesside International Airport Consultative Committee	(1) Cllr Male
14	Fairtrade Town Steering Group	(1) Cllr Harrison
15	Fostering Panel (3 year term ends 2026)	(1) Cllr Harrison
1	Adoption Tees Valley Board (3 year term ends 2028)	(1) Cllr Harrison
20	Hartlepool War Memorial and Crosby Homes (4 year term of office – 2023 to 2026)	(1) Ex-officio Chair of Council (2) Cllr C Wallace
21	Henry Smith Educational Charity (i) Nominated trustees – Term of office 1 year	(1) Cllr Merley Dunbar (Chair of Children's Services Committee) (2) Cllr Nelson (3) Cllr Jorgeson
35	Preston Simpson Scholarship in Music (Term of Office 2025 - 2029)	(1) Cllr Harrison (2) Cllr Creevy (3) Mr Chris Simmons
37	River Tees Port Health Authority (HBC - Chair 2025/26)	(1) Cllr Allen (Chair) (2) Cllr Dodds
52	Teesmouth Field Centre	(1) Cllr Boddy (2) Appropriate Officer
56	Victoria and Jubilee Homes (Term of Office 2022-2026)	(1) Cllr Hall (2) Cllr Allen (3) Cllr Male (4) Cllr Riddle
	<u>Champions</u>	
	Armed Forces Champion	(1) Cllr C Wallace

	<u>Organisation</u>	<u>2025/26 Membership</u>
	Veterans Champion	(1) Nomination from Armed Forces Liaison Group – Mr Terence Phillips
	Heritage Champion (Member of Planning Committee)	(1) Cllr Jorgeson
	Mental Health Champion	(1) Cllr Boddy
	Older Persons Champion (Chair of Adult and Community Based Services Committee)	(1) Cllr Allen
	Refugee Champion	(1) Cllr Thompson
	Children in our care Champion	(1) Cllr Morley (Chair Children's Services Cttee)

Other than the Armed Forces Champion, there is no requirement for a Member to present an Annual report to a meeting of Full Council. However, if a Member Champion would like to present an Annual Report, arrangements will be made to facilitate that presentation. There shall be no more than one presentation by a Member Champion at any meeting of Full Council

(v) OTHER DECISION MAKING BODIES

	<u>Organisation</u>	<u>2025/26 Membership</u>
24	National Association of Councillors: English Region General Management Committee	(1) Cllr Harrison Hargreaves (Leader) (Voting) (2) Cllr Scarborough (Deputy Leader) (Voting) (3) Vacancy Only 2 voting elected Members/ to be specified (1) Cllr Harrison Hargreaves (Leader) (Voting) (2) Cllr Scarborough (Deputy Leader) (Voting) (3) Vacancy Only 2 voting Elected Members/ to be specified
29	North East Regional Employers Organisation Executive	(1) Cllr Hargreaves Oliver (Chair of Housing, Growth and Communities Committee) (2) Cllr Boddy (3) Cllr Nelson (1) Cllr Hargreaves Oliver (Chair of Housing, Growth and Communities Committee)
54	Teesside Pension Fund Teesside Pension Board (4 year Term of office 2023 – 2027)****	(1) Cllr Scarborough (2) Vacancy
53	Teesside Environmental Trust	(1) Cllr Dodds

(vi) **WORKING GROUPS**

	<u>Organisation</u>	<u>2025/26 Membership</u>
8	Crustacean Deaths Working Group	(1) Cllr Creevy(Mover of Motion) (2) Cllr Feeney (3) Cllr Hargreaves Oliver (Chair of Housing, Growth and Communities Committee) (Sub Cllr Male) (4) Statutory Scrutiny Manager

***The persons nominated do not have to be Elected Members of the Council.

**** 2 appointments from Members of Tees Valley Local Authorities .

APPROVED CONFERENCES:

Local Government Association Centre for Public Scrutiny

National Association of Councillors (3 delegates to attend)

ITEM (15)(d)

**Minutes of the meetings of the Cleveland
Fire Authority held on 6 June 2025 and 1
August 2025 and the Cleveland Police
and Crime Panel held on 16 September
2025**

CLEVELAND FIRE AUTHORITY

MINUTES OF ANNUAL MEETING

6 JUNE 2025



PRESENT:

CHAIR

Cllr David Coupe – Middlesbrough Council

HARTLEPOOL BOROUGH COUNCIL

Cllrs Gary Allen, Bob Buchan, Christopher Wallace

MIDDLESBROUGH COUNCIL

Cllrs John Kabuye, Naweed Hussain, Dennis McCabe

REDCAR & CLEVELAND BOROUGH COUNCIL

Cllrs Peter Chaney, Mary Ovens, Steve Kay

STOCKTON ON TEES BOROUGH COUNCIL

Cllrs Jim Beall, John Gardner, Stefan Houghton, Andrew Sherris, Mick Stoker

AUTHORISED OFFICERS

Chief Fire Officer, Legal Adviser & Monitoring Officer, Treasurer,

ACFO - Director of Strategic Planning, People & Resources

ACFO - Director of Service Delivery

Area Manager – Assistant Director of Community Protection

Area Manager – Assistant Director of Prevention, Protection and Engagement

APOLOGIES:

Councillor David Taylor – Redcar & Cleveland Borough Council

1. APPOINTMENT OF CHAIR FOR THE ENSUING YEAR

The Legal Adviser and Monitoring Officer (LAMO) opened the meeting and sought nominations for the position of Chair of Cleveland Fire Authority for 2025/26.

Councillor David Coupe was subsequently proposed and seconded. A vote was taken and Members voted unanimously in favour of Cllr Coupe.

RESOLVED – that Councillor David Coupe be appointed Chair of Cleveland Fire Authority for 2025/26.

2. DECLARATIONS OF MEMBERS INTEREST

It was noted no Declarations of Interests were submitted to the meeting.

3. APPOINTMENT OF THE VICE CHAIR FOR THE ENSUING YEAR

The Chair sought nominations for the position of Vice Chair of Cleveland Fire Authority for 2025/26. Councillor Peter Chaney was proposed and seconded. A vote was taken and Members unanimously voted in favour of Councillor Chaney.

RESOLVED – that Councillor Peter Chaney be appointed as Vice Chair of Cleveland Fire Authority for 2025/26.

4. MINUTES

RESOLVED – that the Minutes of proceedings of the Ordinary meeting of 28 March 2025 be confirmed.

5. MINUTES OF MEETINGS

RESOLVED - that the Minutes of the Executive Committee meeting on 16 May 2025 be confirmed.

6. COMMUNICATIONS RECEIVED BY THE CHAIR

No communications were received by the Chair.

7. REPORT OF THE LEGAL ADVISER AND MONITORING OFFICER

7.1 Business Report 2025

The Legal Adviser & Monitoring Officer (LAMO) referred Members to The Constitution at Appendix A which included:

- | | |
|--------------------------------|------------------------------------|
| • CFA Membership 2025/26 | • Ethical Governance Framework |
| • Calendar of Meetings 2025/26 | • Standing Orders of the Authority |
| • Terms of Reference | Regulation of Proceedings & |
| • Scheme of Delegation | Business |
| • Financial Procedure Rules | • Contract Procedure Rules |
| • Code of Corporate Governance | • Members Allowance Scheme |

Voting took place on the nominations received for Committees and outside bodies. With the consensus of the Members present, it was agreed that the appointment of the Chair and Vice Chair for the Audit & Governance Committee would take place at this Annual meeting and not at the initial committee meeting on 27 June 2025.

Appointment of Audit & Governance Committee Chair and Vice Chair

Nominations took place for the position of Chair of the Audit & Governance Committee. Councillors Jim Beall and Steve Kay were subsequently proposed and seconded with Councillor Beall receiving eight votes to Councillor Kay's seven.

Nominations took place for the position of Vice Chair of the Audit & Governance Committee. Councillor Kay was subsequently proposed and seconded with Members voting unanimously in favour of Councillor Kay.

RESOLVED:-

- (i) That the Constitution as outlined at paragraph 3 and Appendix A be approved.
- (ii) That Member appointments to committees and outside bodies (as nominated and outlined in the table below) be approved.

EXECUTIVE COMMITTEE

CON	COUPE (CHAIR)	MIDDLESBROUGH
LAB	CHANEY (VICE CHAIR)	REDCAR & CLEVELAND
LAB	ALLEN	HARTLEPOOL
CON	BUCHAN	HARTLEPOOL
LIB DEM	OVENS	REDCAR & CLEVELAND
LAB	STOKER	STOCKTON ON TEES
CON	TAYLOR	REDCAR & CLEVELAND

7.1 Business Report 2025 cont.

AUDIT AND GOVERNANCE COMMITTEE

LAB	BEALL (CHAIR)	STOCKTON ON TEES
IND GRP	KAY (VICE CHAIR)	REDCAR & CLEVELAND
CON	GARDNER	STOCKTON ON TEES
CON	HOUGHTON	STOCKTON ON TEES
LAB	HUSSAIN	MIDDLESBROUGH
LAB	KABUYE	MIDDLESBROUGH
MICA	MCCABE	MIDDLESBROUGH
CON	SHERRIS	STOCKTON ON TEES
CON	WALLACE	HARTLEPOOL

FPS LOCAL PENSION BOARD 2025/26

CON	COUPE	HARTLEPOOL
LAB	KABUYE	MIDDLESBROUGH
LAB	STOKER	STOCKTON ON TEES
MICA	MCCABE	MIDDLESBROUGH

REPRESENTATIVES FOR OUTSIDE BODIES 2025/26

LGA FIRE COMMISSION REPRESENTATIVE	COUPE
Substitute:	BEALL
REDCAR & CLEVELAND COMMUNITY SAFETY PARTNERSHIP	TAYLOR
STOCKTON SAFER PARTNERSHIP REPN	SHERRIS

7.2 Member Development Plan

The LAMO presented the Member Development Plan 2025/26, as detailed at Appendix 1 of the report, and informed Members that a Code of Conduct development seminar had been arranged for 27 July 2025. All development needs should be directed to Louise Tindall, Executive Officer – Democratic Services.

RESOLVED – that the Member Development Plan 2025/26, at Appendix 1, be approved.

8. REPORTS OF THE CHIEF FIRE OFFICER

8.1 HMICFRS Cleveland Fire Brigade Inspection Report 2023-25

The Chief Fire Officer (CFO) presented the HMICFRS Third Round inspection outcome report which assessed the Brigade across 11 areas against five graded judgements ranging from outstanding, good, adequate, requires improvement or inadequate on each area.

The CFO reported that the Brigade scored Good in 4 areas, Adequate in 4 areas and Requires Improvement in 3 areas. No areas were considered Inadequate.

He acknowledged that there had been some negative press interest around claims of bullying and leadership issues and assured Members that these areas would be the focus for 2025/26 with work already underway to make improvements.

8.1 HMICFRS Cleveland Fire Brigade Inspection Report 2023-25 cont.

He recognised that the Brigade was on a journey of trust with staff to ensure openness and transparency and thanked the Assistant Chief Fire Officer – Strategic Planning & Resources (ACFO-SPR) for being instrumental in leading this.

The ACFO-SPR confirmed that they had already had positive feedback from staff and trade unions who recognised the cultural changes underway across the Brigade. She assured Members that the 16 areas for improvement highlighted in the report had been captured in an action plan and would be brought to the next Executive Committee meeting for Members to monitor the progress. Regular updates would also be made to the HMICFRS Portal which ensures the Brigade is making progress against its recommendations.

Councillor Allen congratulated officers for the ongoing work to address the areas highlighted for improvement and recognised clear changes in the Brigade over the past 12 months. He also asked for further details relating to the area for improvement relating to 'intelligence sharing'. The CFO gave assurances that referrals and safeguarding remained a priority with all operational crews trained to identify issues and respond accordingly. This has been further strengthened with the introduction of a new community safety software system.

Councillor Kay referred to the Brigade's fast response times and questioned whether quality was ever sacrificed for speed. The CFO reported that response times were one of a number of performance measures for the Brigade and he would never apologise for getting to an incident as quickly as possible.

RESOLVED:-

- (i) **That Members noted the verbal update.**
- (ii) **That Members noted that an action plan capturing the 16 areas for improvement highlighted in Cleveland's HMICFRS Inspection Report 2023-25 be brought to the Executive Committee on 4 July 2025.**

8.2 Information Pack

8.2.1 Employer Circular

8.2.2 Campaigns

Community Risk Management Plan (CRMP) 2026-30

The ACFO-DSPRR updated Members on the progress to date on the Authority's next iteration of the CRMP which will cover the period 2026-2030. This will follow a different approach by having a single service delivery strategy covering the four years which will replace the annual service plan.

She reported that staff workshops had been established for each of the five pillars (people, resource, prevention, protection and response) to ensure a clear vision. The pre-consultation survey will be launched on 9 June 2025 for four weeks and Members will be asked to link into their own networks and will receive a response update for each post code area in their Wards. A Special Executive Committee meeting will be held in late August to consider the first draft of the CRMP.

RESOLVED – that the information pack be noted.

9. **LOCAL GOVERNMENT (ACCESS TO INFORMATION) (VARIATION ORDER) 2006**
RESOLVED - “That Under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 4 of Part 1 Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006, namely information relating to the financial or business affairs of any particular person (including the authority) holding that information and namely information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.”
10. **CONFIDENTIAL MINUTES OF MEETINGS**
RESOLVED – that the Confidential Minutes of the Executive Committee on 17 May 2025 be confirmed.

COUNCILLOR DAVID COUPE
CHAIR

CLEVELAND FIRE AUTHORITY

MINUTES OF EXTRAORDINARY MEETING

1 AUGUST 2025



PRESENT:

CHAIR

Cllr David Coupe – Middlesbrough Council

HARTLEPOOL BOROUGH COUNCIL

Cllrs Gary Allen, Bob Buchan, Chris Wallace

MIDDLESBROUGH COUNCIL

Cllrs John Kabuye, Dennis McCabe

REDCAR & CLEVELAND BOROUGH COUNCIL

Cllrs Peter Chaney, Mary Ovens

STOCKTON-ON-TEES BOROUGH COUNCIL

Cllrs Jim Beall, John Gardner, Stefan Houghton, Andrew Sherris, Mick Stoker

AUTHORISED OFFICERS

Chief Fire Officer, Treasurer, Legal Adviser & Monitoring Officer

Assistant Chief Fire Officer - Strategic Planning & Resources

Assistant Chief Fire Officer - Community Protection

IN ATTENDANCE

Martyn Pullin, Partner, Restructuring Advisory (FRP Advisory Trading Limited)

OBSERVING

Nick Cain – Fire Brigades Union

Simon Wilson – UNISON

APOLOGIES:

Councillor Naweed Hussain – Middlesbrough Council

Councillor Steve Kay – Redcar & Cleveland Borough Council

24. DECLARATIONS OF MEMBERS INTEREST

It was noted no Declarations of Interest were submitted to the meeting.

25. JOINT REPORT OF THE CHIEF FIRE OFFICER, TREASURER AND LEGAL ADVISER AND MONITORING OFFICER

25.1 Cleveland Fire Brigade Risk Management Services Community Interest Company (CFBRMS C.I.C.) – Financial Update

Members received a report outlining the current financial position of the Cleveland Fire Brigade Risk Management Services Community Interest Company (the CIC) following the decision of the CIC Board that it is no longer financially viable and will be liquidated.

The Treasurer provided Members with background information reporting that the CIC was established in 2011 and is 100% owned by Cleveland Fire Authority. In accordance with The Community Interest Regulations 2005, the company operated to benefit the community with 65% of net profits being distributed to good causes and 35% either reinvested in the business or held as working capital.

25.1 Cleveland Fire Brigade Risk Management Services Community Interest Company (CFBRMS C.I.C.) – Financial Update cont.

As initial subscribers to the Memorandum of Association, the Authority is the sole member of the CIC with financial liability being limited to £1 in the event of being wound up.

In response to continuing significant financial challenges the CIC appointed external advisors FRP Advisory Trading Limited to determine whether it could be sold which identified no viable options. Therefore, the Board of Directors resolved that the company could no longer continue to trade with effect of 31 July 2025 putting 38 employees at risk of redundancy with 8 potentially able to rely on a TUPE transfer.

The Treasurer outlined the financial impact on the Authority as detailed below:

- Working Capital Loan - operational vehicle £423,621 (fully paid)
- Working Capital Loan - Command Solutions £150,000 (£66,060 outstanding)
- Service Level Agreement 2024/25 plus part 2025/26 £54,349 (£39,959 outstanding)
- Total Amount outstanding **£69,1011** (including £40,000 received in previous years)

Martyn Pullin, FRP Advisory Trading Ltd, provided Members with a detailed timeline of events and confirmed the next stages of the process. He also provided Members with the opportunity to ask questions under closed session (Min No. 27.1 refers).

RESOLVED:-

- (i) That the report be noted.
- (ii) That the recommendation of the CIC Board to put the company into liquidation be approved.
- (iii) That the Chair of the Authority be authorised to sign such documentation to facilitate the actions under sub clause ii) above.
- (iv) That Members approved the write off of £66,019.93 owed to the Authority to be funded from investment income which exceeds the budget forecast for the current year.

26. LOCAL GOVERNMENT (ACCESS TO INFORMATION) (VARIATION ORDER) 2006

RESOLVED - "That Under Section 100(A) (4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business, on the grounds that it involves the likely disclosure of exempt information as defined in paragraphs 3 and 4 of Part 1 Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006, namely information relating to the financial or business affairs of any particular person (including the authority) holding that information and namely information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority."

27.1 CFBRMS C.I.C. Financial Update - Confidential Discussion

Members had the opportunity to ask the liquidators questions under a closed session.

**COUNCILLOR DAVID COUPE
CHAIR**

Cleveland Police and Crime Panel

A meeting of the Cleveland Police and Crime Panel was held on Tuesday, 16 September 2025.

Present: Councillor Tony Riordan (Chair), Councillor Norma Stephenson OBE (Deputy Chair), Councillor Peter Chaney, Councillor John Coulson, Councillor Graham Cutler, Councillor Chris Jones, Councillor Karen Oliver and Councillor Paul Rowling

Officers: Steven Newton (Governance Director (Monitoring Officer)) and Alison Pearson (Governance Manager)

Also In attendance: Matthew Storey (Office of the Police and Crime Commissioner) and Lisa Oldroyd (Office of the Police and Crime Commissioner)

Apologies: Mayor Chris Cooke, Councillor Ian Blades and Mr Luigi Salvati

PCP 23/25 Declarations of Interest

There were no interests declared.

PCP 24/25 Minutes of the meetings held on 8 July 2025 and attendance matrix

Consideration was given to the minutes of the meeting held on 8 July 2025 and the attendance matrix.

RESOLVED that the minutes of the meeting held on 8 July 2025 be agreed as a correct record and the attendance matrix be noted.

PCP 25/25 Police and Crime Plan Quarterly Performance Update (To Follow)

The Panel considered the Police and Crime Commissioner's Police and Crime Plan Quarterly Performance update, covering the Quarter 1 period (April to June 2025). The format of the report had been developed to provide a clear narrative outlining progress with activity to achieve the intended priority outcomes set out in the Police and Crime Plan along with a range of supporting performance metrics.

In discussing the report, the following key points were highlighted:

- Further to securing Home Office funding, a new scheme targeting antisocial behaviour (ASB) hotspots was being launched.
- There was a continued focus on ASB associated with off road bikes and a campaign was being launched to increase awareness of the laws relating to off road bikes and the ways in which the public could raise concerns.
- With reference to the number of off road bikes seized, a suggestion was made that it would be helpful to map these showing locations and local authority areas.

- A knife crime action plan was now in place setting out a new framework aimed at protecting young people from being drawn into serious violence and knife enabled crime based around four key themes: prevention, early intervention, community action and building tomorrow. This was supported by a knife crime action fund enabling local charitable and voluntary sector organisations to apply for grant funding to deliver impactful community based interventions across the force area.
- The most recent HMICFRS inspection report was positive, grading the force as 'good' in four areas, 'adequate' in two areas and 'requires improvement' in two areas. The Panel made reference to the National Child Protection Inspection which identified particular areas of improvement relating to how the Force responds to children that are missing, and how the Force investigates online child sexual exploitation. The Commissioner advised that the Force's response to children missing from home or those that were vulnerable had changed and all reports were treated as serious until there was evidence to the contrary.

RESOLVED that the revised format be welcomed and the report be noted.

**PCP
26/25**

Commissioner's Scrutiny Programme

The Panel considered the report of the Commissioner providing information on his scrutiny programme.

The Commissioner advised that his assessment of 'partly assured' in relation to his scrutiny of neighbourhood policing was based on the Force's work in this area being at an early stage. He intended to continue to monitor progress to ensure that the plans were being delivered.

Some Panel Members commented that they had experienced difficulties at times in securing attendance of Neighbourhood Officers at local meetings. He suggested that a Force representative attend a future meeting of the Panel to provide more information on the delivery of neighbourhood policing.

RESOLVED that an item be included on a future agenda in respect of neighbourhood policing and the report be noted.

**PCP
27/25**

Police and Crime Panel Annual Report 2024/25

Members considered the draft content of the Police and Crime Panel Annual Report 2024-25.

RESOLVED that the draft content of the Police and Crime Panel Annual Report 2024-25 be agreed.

**PCP
28/25**

Decisions of the Commissioner

The Panel considered the report of the Commissioner providing information on the decisions made by the Commissioner since the last meeting.

The Police and Crime Commissioner made all decisions unless specifically delegated within the scheme of consent/delegation. All decisions demonstrated

that they were soundly based on relevant information and that the decision-making process was open and transparent.

In addition, a forward plan was included and published on the OPCC's website which included items requiring a decision in the future. This was attached to the report.

Each decision made by the Commissioner was recorded on a decision record form with supporting background information appended. Once approved it was published on the OPCC's website.

Decisions relating to private/confidential matters would be recorded; although, it may be appropriate that full details were not published.

Decisions made since the last meeting of the Police and Crime Panel were attached to the report.

RESOLVED that the report be noted.

**PCP
29/25**

Members' Questions to the Commissioner

The following question had been submitted by Councillor Karen Oliver for response by the Commissioner:

"Does the Commissioner feel that legislative changes are required to deal more effectively with illegal e-scooters."

The Commissioner replied that he believed more regulation and greater awareness of existing legislation was required in relation to the supply of e-scooters and e-bikes. They were generally easy to buy but people didn't always understand the law relating to where and how they could be used. Modifications to increase the speed was also a growing problem.

Panel Members commented that e-bikes and e-scooters were regularly used by delivery drivers, were often stored in rented garages with 'cuckooing' becoming an issue in some places and were very closely linked to exploitation of young people. As such, a broader partnership approach was required including Registered Social Landlords and business owners.

It was suggested that joint letter from the Commissioner and the Panel to the Government making the case for greater regulation could be useful. If a similar approach was taken by neighbouring Commissioners and Panels, it would send a stronger message.

RESOLVED that the Commissioner prepare a letter to Government and share with the Panel making the case jointly for greater regulation in relation to e-bikes and e-scooters.

**PCP
30/25**

Public Questions

There were no questions from members of the public.

**PCP
31/25** **Forward Plan**

Members reviewed the Forward Plan for the Panel 2025-26.

RESOLVED that the Forward Plan 2025-26 be noted.

**PCP
32/25** **Exclusion of the Press and Public.**

RESOLVED that under Section 100A(4) of the Local Government Act 1972 the public be excluded from the meeting for the following items of business on the grounds that they involved the likely disclosure of exempt information as defined in paragraphs 1 and 2 of Part 1 of Schedule 12A of the Act.

**PCP
33/25** *** Complaint Update**

The Panel considered a report of the Monitoring Officer providing an update on a complaint matter 2025-01.

RESOLVED:

1. The complaint be accepted in part and recorded.
2. The parties be invited to comment on the accepted elements of the complaint and informal resolution.