

Our ref: ER
Ask for: Elaine Renton
Tel: 01207 218249 (direct line)
Date: 7 February 2008

Councillors:

C.D. Christer
O. Johnson
D. Lavin
D.G. Llewellyn

C. Marshall
M.J. Malone (Vice Chair)
A. Taylor
A. Watson (Chair)

Dear Councillor,

Your attendance is invited at a meeting of the **EXECUTIVE** to be held in the Council Chamber, Civic Centre, Consett on **18th February 2008** at 4.30 p.m. for consideration of the undernoted agenda.

Yours faithfully,

M. CLARK
Chief Executive Officer

A G E N D A

1. REVIEW OF SCRUTINY BOARD DEBATE

A list of items discussed at Scrutiny Board held on 8th February 2007
(To be circulated at the meeting)

2. TO RECEIVE ANY DECLARATIONS OF INTEREST FROM MEMBERS

To receive any disclosure by Members of personal interests in matters on the agenda, identify the item on the agenda, the nature of any interest and whether the Member regards the interest as prejudicial under the terms of the Code of Conduct.

3. MINUTES

To consider the minutes of the meeting held 14th January 2008.
(Herewith 'A')

4. AREA BASED GRANT

To consider the report of the Deputy Chief Executive (Herewith 'B')

5. STRATEGIC ASSESSMENT OF CRIME AND DISORDER

To consider the report of the Deputy Chief Executive (Herewith 'C')

6. DERWENTSIDE LOCAL DEVELOPMENT FRAMEWORK: STANLEY TOWN CENTRE AREA ACTION PLAN DEVELOPMENT PLAN ISSUES AND OPTIONS

To consider the report of the Director of Environmental Services
(Herewith 'D')

7. VEHICLE RENEWAL: GENERAL SERVICES 2008/2009

To consider the report of the Director of Environmental Services
(Herewith 'E')

EXECUTIVE

Minutes of a meeting of the Executive held in the Council Chamber, Civic Centre, Consett on 14th January 2008 at 4.30 p.m.

PRESENT:

Councillor A. Watson (Chairman)

Councillors: C. D. Christer, O. Johnson, D. G. Llewellyn, M.J. Malone and A. Taylor.

IN ATTENDANCE:

Councillors W. Stelling and W. Tyrie.

APOLOGIES FOR ABSENCE

Apologies for absence were submitted on behalf of Councillors D. Lavin and C. Marshall.

53. DECLARATIONS OF INTEREST

There were no declarations of interest made.

54. REVIEW OF SCRUTINY BOARD DEBATE

A list of items discussed at Scrutiny Board were circulated, the Chair advised that the comments, if any, would be referred to as each agenda item was discussed.

55. MINUTES

RESOLVED: That the minutes of the meeting held 10th December 2007 be agreed as a correct record.

56. TRIAL CO-LOCATION OF CARELINE WARDEN SERVICE TO SHOTLEY BRIDGE HOSPITAL

Councillor Watson presented the report which invited Members to consider an 'in-principle' decision to trial the re-location of the Careline Service to Shotley Bridge Community Hospital. The intention, if Members were minded to support such a trial, would be to seek approval from the Shotley Bridge Stakeholder Group prior to going ahead with the trial. He considered that the relocation of services to this site was a good move and would help retain services at Shotley Bridge Hospital.

Councillor Taylor agreed with the above comments, she then raised questions regarding the monitoring of travel times for Careline staff during the trial. In response the Director of Corporate Policy and Administration advised that Scrutiny Board had raised similar concerns and as part of the monitoring process the travel times would be monitored and reported to Scrutiny. If Officers had any concerns regarding performance then appropriate action would be taken and if necessary, the trial could be terminated.

Notes of Scrutiny Board – 8 January 2008 : *“The Director of Corporate Policy and Administration advised that the report would be considered by the Environment & Health Scrutiny Panel held on 10th January and comments would be fed into the Executive at its meeting to be held on 14th January. Discussions on timing of the trial were not known at this stage. Councillor Hicks welcomed the proposals, which would assist in retaining facilities at Shotley Bridge. Councillor Hicks commented upon issues relating to staff signing on at the Morrison Busty Depot. It was noted that this would be included as part of the six monthly review of the trial.”*

Options: Whether or not to pursue an ‘in principle’ trial co-location of Careline Warden service to Shotley Bridge Hospital.

RESOLVED:

1. That the Council agree ‘in principle’ to pursue the relocation of the current mobile warden service to Shotley Bridge Hospital with the Shotley Bridge Hospital Stakeholder Group.
2. That the service carries forward a trial for a period of six months.
3. The Systems and Integration Manager presents an evaluation at the end of the trial.

Reasons:

1. The potential for improving the Careline service as outlined in the report made a compelling case to trial a re-location of the service.
2. The Executive shared the view that developing joint working arrangements would best ensure a positive future for the Careline service.
3. Following the Council’s agreement to take part in the Shotley Bridge Hospital Stakeholder group. This decision would conform with the authority’s view that the hospital had a viable future.
4. A positive step towards developing closer working arrangements with partners and enhancement of the service for the elderly and infirm of the District.

57. GO WARM: DOMESTIC INSULATION AND FUEL POVERTY SCHEME

Councillor Johnson presented the report, which described the ‘Go Warm’ scheme the purpose of which is aimed to reduce fuel poverty in the District and in other parts of the north-east. A household was said to be in fuel poverty if 10% or more of income was being spent on energy (heating fuel

and electricity). The report sought approval for the Council to endorse the DEFRA – funded ‘Go Warm’ scheme and to work alongside Domestic Energy Solutions to improve energy efficiency and reduce fuel poverty across the District. This would involve the targeting of areas with grants for home insulation, heating improvements, benefit entitlement checks and energy efficiency advice.

‘Go Warm’ proposed to reduce fuel poverty by addressing two of the main contributing factors:

- Improving insulation levels and heating efficiency of housing by channelling available grants (100% grants for those on qualifying benefits and 70% grants for other households).
- Increasing income levels of households by carrying out benefit entitlement checks and assisting residents to claim all the benefits to which they are entitled.

In response to questions from Councillor Taylor, the Director of Environmental Services advised that:

- Grants would be available free to people who met the criteria.
- Opportunity for as many households as possible to take up and benefit from insulation measures as the ‘Go Warm’ scheme rolls out through their area.
- A letter (including the ‘Go Warm’ and Council logo) was to be sent out to each house in advance of the visit in order to notify residents that they will be visited, and of the opportunities on offer.

Councillor Taylor requested that this scheme be actively promoted using the press and publications such as ‘In Derwentside’.

Notes of Scrutiny Board – 8 January 2008: *“The Director of Environmental Services commented upon discussions relating to the timing of the scheme. The Chief Executive advised that the scheme was subject to approval by the Council on the 22nd January. Members welcomed the report.”*

Options: Whether or not to endorse the ‘Go Warm’ scheme and funding from the Capital Programme as detailed in the report.

RESOLVED:

1. That agreement is granted to endorse the ‘Go Warm’ scheme and to work alongside Domestic Energy Solutions to deliver energy efficiency improvements in the District.
2. That the Capital Bid for the funding had been made and would be assessed against the Council’s corporate priorities. The scheme would be able to go forward when resources exist with the Capital Programme. The Asset Management Group would control release of the resources in the usual way.

Reason: The project would help the Council make measurable progress towards its Home Energy Conservation Act target to improve the energy efficiency of housing by 30% between 1996 and 2011. It will also reduce fuel poverty by assisting vulnerable households in the District to reduce heat loss from their homes, save money on fuel bills and take up benefits to which they are entitled.

58. EXTENSION OF GREEN WASTE COLLECTION SERVICE

Councillor Johnson presented the report, which requested that Members consider an expansion of the Green Waste Collection Service and its contribution to national and regional initiatives.

In 2004 the Council had agreed to the introduction of a pilot Green Waste service, collecting from approximately 2,000 properties in the District. This was a voluntary pilot programme, which commenced collections in April 2005.

The Government had been given a directive from the European Union with regard to the amount of biodegradable waste it was permitted to place in landfill. This was to reduce the impact that landfill contributed to methane production. The Government had converted these targets to individual allowances for each Waste Disposal Authority (which was Durham County Council). There was a significant, and increasing penalty for exceeding the allowance of £150 per tonne. Services which reduced the amount of biodegradable waste (in this case garden waste) going to landfill ultimately help our residents to avoid this significant financial cost.

Notes of Scrutiny Board – 8 January 2008: *“The Director of Environmental Services commented upon proposals to roll out the project to a further 6,000 properties. Members questioned which properties in the District would benefit. The Director of Environmental Services indicated that this would be determined by an assessment of greatest usage for the service. It was noted that the service would not be extended to all areas at this stage. Councillor McMahon questioned whether a fortnightly collection service was required. The Director of Environmental Services advised that the current service appeared to support the levels suggested. Councillor L. Marshall expressed some concerns at the costs of the service. It was noted that the revenue costs were already available and this project related to capital costs.”*

Options: Whether to agree, amend or reject the proposals in the report to expand the Green Waste Collection Service.

RESOLVED: That the Green Waste collection service remains on the Council’s priority list for service enhancement. The service to be expanded once the Capital needed to purchase the containers was

identified in the Capital Programme. Release of the resources to be controlled by the Asset Management Group in the usual way.

Reason: To enable the Council to contribute to the following targets:

- BVPI 199 Local Street & Environmental Cleanliness.
- Increase satisfaction with street cleanliness
- Increase the percentage of household arising recycled or composted targets.

59. TOWN AND VILLAGE CENTRE REGENERATION – DEALING WITH DERELICT AND LONG TERM VACANT PROPERTIES

Councillor Watson presented the report which sought approval to agree a framework for tackling long-term derelict and vacant properties across the District to assist the regeneration of town and village centres. It also sought support for a Capital bid for resources totalling £200,000 identified from the £1.5 million Capital Programme to assist in the regeneration of town and village centres, or 'Placemakers Scheme'.

The Council had adopted its Empty Property Strategy in 2003 and since that time 50 long-term vacant properties had been brought back into use or demolished across the District.

Councillor Llewellyn suggested that a selective licensing scheme may be useful to help with regard to private landlords. Councillor Christer commented that this would be useful for empty retail units.

In response to Councillor Taylor's questions regarding a programme of works the Director of Environmental Services advised that Officers had already identified and made priority lists of the empty properties across the District.

Notes of Scrutiny Board – 8 January 2008: *"Members considered the report and there were no issues of concern. Mr. Clark indicated that many of the 700 property owners would be encouraged to bring properties back on to the market. It was noted that some properties would be acquired under various guises i.e. C.P.O. Any monies which were received by disposing of such properties would be reinvested in the project. Councillor Marshall asked if organisations such as Craghead Development Trust could be considered for such schemes. Mr. Clark commented upon the impact of L.G.R. on future projects and the implications on the new Unitary Authority. Councillor McMahon welcomed the project."*

Options: Whether to agree, amend or reject the proposals in the report for the Empty Property Strategy.

RESOLVED:

1. That a Capital Bid for £200,000 be agreed to provide a resource to support the Council's Empty Property Strategy to enable the use

of Empty Dwelling Management Orders (EDMO) and Compulsory Purchase Orders. Any future compulsory purchase would be the subject of further reports.

2. That it be noted that the Capital Bid for the funding had been made and would be assessed against the Council's corporate priorities. The scheme would then be able to go forward when resources existed within the Capital Programme. Release of the resources to be controlled by the Asset Management Group in the usual way.
3. Agreement be granted for discussions to take place with Derwentside Homes as the preferred Strategic Partner to manage properties that have subject to an EDMO's on behalf of the Council

Reasons: The benefits of an Empty Properties Strategy include:-

- Reducing the impact of empty properties, removing the eyesore which had a detrimental affect on the community.
- Removing the focus for anti-social behaviour and vandalism.
- Re-using empty properties can aid the regeneration of an area and provide additional affordable housing.
- An increase in revenue through additional council tax.
- A reduction in enforcement activity by the Council.
- Halting the inevitable decline of an area.
- Protecting the value of properties in surrounding areas.

60. DERWENTSIDE PLACEMAKER SCHEME

Councillor Taylor presented the report which sought approval to agree a framework for utilising the £1.5 million allocation within the Capital Programme for Town and Village Centre improvements, proposed to be called 'Derwentside Placemakers'. The project would work alongside the Capital Initiative Fund (CIF) which had been outlined to Members at the Council meeting on 11th December 2007. The 'Placemakers' project would be aimed towards enhancing the physical fabric of localities within the District; unlike CIF it would be aimed at trying to achieve 'structural improvements' and would not be allocated on a Ward basis. The 'Placemakers' scheme would allow responses to be made to areas of long standing concern to the Council.

Councillor Taylor referred to paragraph 4.2 of the report and highlighted the reference to Stanley – Scott Street. She emphasised that she did not want this scheme removed from the project, however, this was an area used by a lot of pedestrians and she requested that prior to the scheme going ahead it be assessed further, particularly regarding the potential loss of green area.

Notes of Scrutiny Board – 8 January 2008: *'Members considered the report and there were no issues of concern. In answer to a question from Councillor Marshall, the Director of Environmental Services advised that the car parking issue for the Stanley area included in the report were outside the*

proposed Modus and P.C.T. developments. Councillor Marshall asked that the assessment criteria once developed be reviewed by Scrutiny Panel.”

Options: Whether to agree, amend or reject the proposals in the report for the ‘Placemakers Scheme’.

RESOLVED:

1. That the allocation of £1.5 million from within the Capital Programme, in line with that indicated in paragraph 4.2 and 4.3 of the report be endorsed.
2. That the criteria and approach to be applied in the appraisal of individual projects considered eligible for funding through the Capital programme be noted.
3. That it be noted that the Capital Bid for the funding had been made and would be assessed against the Council’s corporate priorities. The schemes would then be able to go forward when resources existed within the Capital Programme. The Asset Management Group would control release of the resources in the usual way.
4. That prior to the commencement of the Stanley – Scott Street scheme detailed at paragraph 4.2 in the report, a further assessment be undertaken regarding the potential loss of green area.

Reason: In order to tackle long-term derelict and vacant properties across the District, which would assist the regeneration of town and village centres.

CONCLUSION OF MEETING

The meeting closed at 4.59 p.m.

Title:	Area Based Grant
On:	Executive 11th February 2008
By:	Deputy Chief Executive
Portfolio:	Economy
Status:	Report

STRATEGIC FACTOR CHECKLIST

The Council's Corporate Management Team has confirmed that the Strategic Factor Checklist has been applied to the development of this report, and there are no key issues, over and above those set out in the body of the report, that need to be brought to Members' attention.

1. PURPOSE OF THE REPORT

- 1.1 The purpose of this report is to seek approval for the allocation and management of the new 2008-2011 Area Based Grant (ABG).

2. BACKGROUND

- 2.1 The Council has been the recipient of numerous government funding streams to tackle issues around deprivation for a considerable number of years. Recently, neighbourhood renewal has been a key focus for the government with the allocation of funding streams such as Neighbourhood Management, Safer Stronger Communities (Communities and Local Government element and Home Office element), Neighbourhood Renewal Fund and Local Enterprise Growth Initiative to Derwentside. Through the publication of the Local Government White Paper and the emergence of new generation Local Area Agreements (LAA) for 2008-11 these funding streams and many other external grants previously allocated to localities have been replaced with a single Area Based Grant (ABG), allocated to Local Authorities.
- 2.2 LAAs seek to build on the existing work of Local Authorities and Local Strategic Partnerships (LSPs) in tackling specific issues in localities with the introduction of a new performance management framework, reducing the amount of indicators that Local Authorities, alongside their partners, are required to manage and report on to central government. LAAs are then made up of up to 35 of these indicators which represent the most pressing issues within a locality with improvement targets being negotiated with central government. The new ABG is an unfenced grant, meaning that it can be used in anyway the Local Authority chooses to ensure that its improvement targets are met.
- 2.3 As County Durham is a two tier local government area, the LAA is negotiated between the County Durham Partnership (the Countywide LSP) and central government. Within the governance arrangements for the County Durham Partnership, district level LSPs have a key role in determining priority indicators, targets and commissioning interventions to ensure that targets are met. Also as

a result of two tier arrangements the ABG has been allocated in part to Durham County Council and in part to district councils.

- 2.4 The Council alongside its partners within Derwentside Partnership (Derwentsides LSP) have identified priority improvement indicators for Derwentside which have been fed into the LAA negotiation process. Work is still continuing on these indicators and the targets associated with them, currently the indicators being negotiated are those detailed in Appendix A.

3. MATERIAL CONSIDERATIONS AND OPTIONS

- 3.1 The ABG for 2008-11 allocated to Derwentside is indicated to be £2,304,000 in 2008/09; £2,452,000 in 2009/10; and £2,589,000 in 2010/11. In 2008/09 this is made up of Working Neighbourhoods Fund (£1,997,000); Cohesion Grant (£49,000); and Safer, Stronger Communities Grant (Communities and Local Government element) (£257,000). The full breakdown of ABG allocated to both District Councils and the County Council is attached in Appendix B.
- 3.2 Working Neighbourhood Fund is a new grant which will replace Neighbourhood Renewal Fund with a focus on the most deprived areas, aimed at supporting efforts to tackle worklessness and other elements of deprivation. Cohesion Grant is designed to tackle issues identified as part of the Government's response to the Commission on Integration and Cohesion's final report *Our Shared Future*, particularly concentrating of the performance indicators measuring "percentage of residents who agree that their local area is a place where people from different backgrounds get on well together". Safer Stronger Communities Grant is identified as the grant which is allocated to the Neighbourhood Management Pathfinder.
- 3.3 The Derwentside Partnership has previously been responsible for the allocation and performance of NRF with the Council providing an accountable body function for the financial management of the programme.
- 3.4 The Green Corridor Neighbourhood Partnership has previously been responsible for the allocation of Neighbourhood Management Programme funding. The Council provides an accountable body function for the financial management of the programme with the Government Office North East (GONE) responsible for performance and delivery.
- 3.5 Local Enterprise Growth Initiative and Safer Stronger Communities (Home Office element), which was previously allocated to Derwentside, is now paid to Durham County Council. Durham County Council will be meeting shortly to decide how to deal with the allocation of these grants. It was reported at the County Durham Partnership Board on 17th January that County Council Members will be recommended to give decision making authority to the existing management partnerships for these funds, whilst retaining the rest of the ABG within the County Council.
- 3.6 In summary, the Council needs to decide on how to allocate each element of the Area Based Grant:
- Working Neighbourhoods Fund (WNF) – similar to NRF previously allocated by

the Derwentside Partnership

- Safer Stronger Communities (SSC) previously allocated to the Green Corridor Neighbourhood Partnership as Neighbourhood Management Pathfinder.
- Cohesion Grant – a new grant promoting community cohesion and supporting delivery of core Council services.

3.5 In consideration of the above details, the principal options available to the Council are as follows:

1. Retain the total ABG and allocation procedure within the Councils revenue budget.

Retaining the whole ABG within the Councils budget would allow the Council to fund additional revenue expenditure, however, mechanisms do not currently exist solely within the council for the identification of partnership interventions to tackle those priorities set out in appendix A, therefore this option could potentially restrict partnership working to address these priorities.

2. Retain the ABG including the Community Cohesion Grant within the Councils revenue budget and delegate decision making for the Working Neighbourhoods Fund (WNF) to the Derwentside Partnership and for the Safer Stronger Communities (Neighbourhood Management Programme) to the Green Corridor Neighbourhood Partnership.

This option would mean that the Working Neighbourhoods Fund would be allocated by the Derwentside Partnership to interventions to tackle the priority indicators in appendix A with the Cohesion Grant being retained within the Councils revenue budget and allocated through Council decision making structures.

Allowing the Derwentside Partnership to allocate Working Neighbourhoods Fund would follow the procedure for the allocation of NRF and a robust commissioning and performance management framework is already in place. The partnership has been assessed as a green partnership for its approach to Neighbourhood Renewal and is therefore recognised as a partnership delivering best practice.

This allows the Green Corridor Neighbourhood Partnership to retain the responsibility for the allocation of the Neighbourhood Management Programme and for GONE to retain responsibility for performance management and delivery.

3. Retain the ABG within the Councils revenue budget and delegate decision making for its entire allocation to the County Durham Partnership

This will demonstrate partnership working at the county level and, as identified in the governance arrangements, the Derwentside Partnership will retain a commissioning role for allocation of ABG within Derwentside.

Currently not all districts within the County receive ABG. If delegated decision making for the allocation of ABG was given to the County Durham Partnership there is no guarantee that the full amount of ABG identified for Derwentside would be allocated for interventions within Derwentside; some of the ABG may be allocated to other districts facing similar issues and who do not currently receive ABG.

4. Retain the ABG including the Community Cohesion Grant within the Councils revenue budget and delegate decision making for both the Working Neighbourhoods Fund and the Safer Stronger Communities elements to the Derwentside Partnership.

Retaining the Community Cohesion Grant will allow the Council to tackle community cohesion as part of its core services and performance manage this with the new national indicator 'NI1 people from different backgrounds get on well together'.

Allowing the Derwentside Partnership to allocate Working Neighbourhoods Fund would follow the procedure for the allocation of NRF and a robust commissioning and performance management framework is already in place. The partnership has been assessed as a green partnership for its approach to Neighbourhood Renewal and is therefore recognised as a partnership delivering best practice.

The Derwentside Partnership is an integral part of the County Durham Partnership and allocation of Working Neighbourhoods Fund in this way would allow for commissioning of interventions in line with the agreed governance structures. As the Derwentside Partnership will allocate funding to those priority indicators in Appendix A, this will involve interventions being delivered by partner organisations and not just the Council.

Allowing the Derwentside Partnership to allocate the Safer Stronger Communities funding will provide an opportunity for the Neighbourhood Management Programme to be fully engaged in any future planning activity around Partnership structures, neighbourhood management and governance arrangements which are in place through the County Durham Partnership.

4. RECOMMENDATIONS AND REASONS

4.1 It is recommended that Option 4 is agreed.

4.2 The reasons for this recommendation are that:

- The Cohesion Grant is retained within the Councils revenue budget and will allow community cohesion to be addressed as part of core service delivery.
- The Working Neighbourhoods Fund is allocated to tackle priorities supported by the Council.

- The Derwentside Partnership already has a robust commissioning and performance management framework in place and is a partnership delivering best practice.
- The Derwentside Partnership is able to provide a robust performance management framework for the delivery of the final year of the Green Corridor Neighbourhood Management programme.

For Further Information Contact:

Sharon Raine, Programme Development Officer (ext. 8061)

Appendix A

Current indicators being negotiated as partnership priority improvement indicators

Priority Outcome	Indicators
The Community feels safe and crime and anti-social behaviour does not affect their lives.	Incidents of Criminal Damage
	NI 23 Perceptions that people in the area treat one another with respect and dignity
	NI 32 Repeat incidents of domestic violence
	NI 17 Perceptions of anti-social behaviour
Reduced levels of worklessness	NI 152 Working age people on out of work benefits
	NI171 VAT registration rate
	NI173 People falling out of work and onto incapacity benefits
	Incapacity Benefit Claimants
An enterprising, educated and motivated workforce with the skills to meet current and future employers' needs.	NI 165 Working age population qualified to at least Level 4 or higher
	NI 166 Average earnings of employees in the area
	NI 79 Achievement of a level 2 qualification by the age of 19
	NI 117 16 to 18 year olds who are not in education, training or employment (NEET)
A clean and green environment.	NI 186 Per capita CO ₂ emissions in LA area
	NI 192 Household waste recycled and composted
	NI 195 Improved street and environmental cleanliness (levels of graffiti, litter, detritus and fly posting)
Leisure and cultural opportunities that meet community needs.	NI 119 Self-reported measure of people's overall health and wellbeing
	%/Number of residents participating in physical exercise
	NI 6 Participation in regular volunteering
	NI 8 Adult participation in sport
Satisfaction with parks and open spaces	
A Transport system that ensures better access, greater choice, higher quality and more sustainable local provision.	NI 175 Access to services and facilities by public transport, walking and cycling
	NI 176 Working age people with access to employment by public transport (and other specified modes)
Reduced misuse of Alcohol	NI 39 Alcohol-harm related hospital admission rates
	NI 20 Assault with injury crime rate
	Binge drinking rates/dangerous drinking rates

Appendix B

Area Based Grant for 2008/09

Local Authority	Cohesion	Local Enterprise Growth Initiative	Stronger Safer Communities	Supporting People Admin	Supporting People	Working N'hood Fund	DCLG * Total	DCFS * Total	DEFRA * Total	DH* Total	Home Office* Total	DfT* Total	TOTAL
Durham	0.000	2.738	0.000	0.399	0.000	0.000	3.137	11.546	0.107	9.637	0.662	2.292	27.380
Chester-le-Street	0.026	0.000	0.000	0.000	0.000	0.000	0.026	0.000	0.000	0.000	0.000	0.000	0.026
Derwentside	0.049	0.000	0.257	0.000	0.000	1.997	2.304	0.000	0.000	0.000	0.000	0.000	2.304
Durham	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Easington	0.049	0.000	0.613	0.000	0.000	6.342	7.005	0.050	0.000	0.000	0.000	0.000	7.055
Sedgefield	0.049	0.000	0.000	0.000	0.000	2.099	2.149	0.000	0.000	0.000	0.000	0.000	2.149
Teesdale	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Wear Valley	0.000	0.000	0.413	0.000	0.000	2.158	2.571	0.000	0.000	0.000	0.000	0.000	2.571
	0.175	2.738	1.283	0.399	0.000	12.597	17.191	11.596	0.107	9.637	0.662	2.292	41.485

Area Based Grant for 2009/10

Local Authority	Cohesion	Local Enterprise Growth Initiative	Stronger Safer Communities	Supporting People Admin	Supporting People	Working N'hood Fund	DCLG Total	DCFS Total	DEFR A Total	DH Total	Home Office Total	DfT Total	TOTAL
Durham	0.000	3.308	0.000	0.368	14.588	0.000	18.263	13.347	0.107	9.913	0.662	2.282	44.573
Chester-le-Street	0.049	0.000	0.000	0.000	0.000	0.000	0.049	0.000	0.000	0.000	0.000	0.000	0.049
Derwentside	0.091	0.000	0.000	0.000	0.000	2.361	2.452	0.000	0.000	0.000	0.000	0.000	2.452
Durham	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Easington	0.091	0.000	0.258	0.000	0.000	7.603	7.952	0.050	0.000	0.000	0.000	0.000	8.002
Sedgefield	0.091	0.000	0.000	0.000	0.000	2.799	2.890	0.000	0.000	0.000	0.000	0.000	2.890
Teesdale	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Wear Valley	0.000	0.000	0.258	0.000	0.000	2.511	2.769	0.000	0.000	0.000	0.000	0.000	2.769
	0.320	3.308	0.516	0.368	14.588	15.275	34.375	13.397	0.107	9.913	0.662	2.282	60.735

Area Based Grant for 2010/11

Local Authority	Cohesion	Local Enterprise Growth Initiative	Stronger Safer Communities	Supporting People Admin	Supporting People	Working N'hood Fund	DCLG Total	DCFS Total	DEFR A Total	DH Total	Home Office Total	DfT Total	TOTAL
Durham	0.000	3.190	0.000	0.315	14.588	0.000	18.093	12.901	0.107	10.124	0.662	2.311	44.198
Chester-le-Street	0.075	0.000	0.000	0.000	0.000	0.000	0.075	0.000	0.000	0.000	0.000	0.000	0.075
Derwentside	0.140	0.000	0.000	0.000	0.000	2.449	2.589	0.000	0.000	0.000	0.000	0.000	2.589
Durham	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Easington	0.140	0.000	0.000	0.000	0.000	7.907	8.047	0.050	0.000	0.000	0.000	0.000	8.097
Sedgefield	0.140	0.000	0.000	0.000	0.000	2.968	3.108	0.000	0.000	0.000	0.000	0.000	3.108
Teesdale	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Wear Valley	0.000	0.000	0.000	0.000	0.000	2.596	2.596	0.000	0.000	0.000	0.000	0.000	2.596
	0.495	3.190	0.000	0.315	14.588	15.919	34.507	12.951	0.107	10.124	0.662	2.311	60.662

Total ABG for County Durham for the CSR07 period

Local Authority	Cohesion	Local Enterprise Growth Initiative	Stronger Safer Communities	Supporting People Admin	Supporting People	Working N'hood Fund	DCLG Total	DCFS Total	DEFR A Total	DH Total	Home Office Total	DfT Total	TOTAL
Durham	0.000	9.235	0.000	1.083	29.176	0.000	39.493	37.793	0.321	29.674	1.985	6.885	116.152
Chester-le-Street	0.150	0.000	0.000	0.000	0.000	0.000	0.150	0.000	0.000	0.000	0.000	0.000	0.150
Derwentside	0.280	0.000	0.257	0.000	0.000	6.808	7.345	0.000	0.000	0.000	0.000	0.000	7.345
Durham	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Easington	0.280	0.000	0.871	0.000	0.000	21.853	23.004	0.150	0.000	0.000	0.000	0.000	23.154
Sedgefield	0.280	0.000	0.000	0.000	0.000	7.866	8.146	0.000	0.000	0.000	0.000	0.000	8.146
Teesdale	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Wear Valley	0.000	0.000	0.671	0.000	0.000	7.265	7.936	0.000	0.000	0.000	0.000	0.000	7.936
	0.990	9.235	1.799	1.083	29.176	43.791	86.073	37.943	0.321	29.674	1.985	6.885	162.882

- DCLG – Department for Communities and Local Government
DCFS – Department for Children Families and Schools
DEFRA –Department for Environment, Food and Rural Affairs
DH – Department of Health
DfT – Department for Transport

Title:	Strategic Assessment of Crime and Disorder Concerns in Derwentside
To/On:	Executive 11th February 2008
By:	Deputy Chief Executive
Portfolio:	Community Safety
Status:	Report

1 STRATEGIC FACTOR CHECKLIST

- 1.1 The Council's Corporate Management Team has confirmed that the Strategic Factor Checklist has been applied to the development of this report, and there are no key issues, over and above those set out in the body of the report, that need to be brought to Members' attention.

2 PURPOSE OF REPORT

- 2.1 The purpose of the report is to outline the proposed crime and disorder priorities to be tackled over the next 3 years commencing April 2008 and to consult and request views from the Council in order to inform the Strategic Assessment Executive of the Derwentside Community Safety Partnership.
- 2.2 The Strategic Assessment Executive will determine these priorities, based on their analysis of the strategic assessment document and the comments of relevant organisations obtained through the statutory consultation process. Agencies and community groups comprising the Derwentside Local Strategic Partnership and the Derwentside Community Safety Partnership are similarly being consulted.
- 2.3 All councillors have been written to and invited to submit their views to the Executive meeting on **11 February 2008**, via the Scrutiny Board meeting to be held on **8 February 2008**. An executive summary of the Strategic Assessment findings is attached as appendix one.

3 BACKGROUND

- 3.1 The Council have a statutory duty to participate in the strategic assessment of crime and disorder concerns, and the development and delivery of actions to tackle those concerns. The statutory requirement means that the plans to do so in this case need to be published by 1 April 2008. Furthermore, the Council's duty under S.17 of the Crime and Disorder Act 1998 is to do all that it reasonably can to prevent crime and disorder in its area.
- 3.2 The Crime and Disorder Act 1998 requires Community Safety Partnerships to develop and deliver locally strategies to tackle crime and disorder and to

combat substance misuse. They must do this by working with a range of organisations and local communities.

- 3.3 The Derwentside Community Safety Partnership - of which the Council is a statutory member - is currently identifying crime and disorder concerns to be tackled as priorities over the next three years, commencing April 2008 with an annual refresh. Consultation is still a key factor in determining what these priorities should be and CSPs must do this by working with a whole range of organisations and local communities.
- 3.4 The priorities on which consultation is now taking place have been identified by the Strategic Assessment Executive, a sub group established by the Derwentside Community Safety Partnership to carry out the tasks outlined in paras 3.2 and 3.3 above. The Strategic Assessment Executive comprises representatives of the statutory responsible authorities of the Partnership, and the district council and county council member with responsibility for community safety.

4 MATERIAL CONSIDERATIONS AND OPTIONS

- 4.1 The strategic assessment of crime and disorder concerns in Derwentside has a number of aims:-

- To provide a more meaningful and cohesive picture of crime and disorder across Derwentside. It is true that many different crime and disorder types do not exist in isolation but are exhibited alongside one another in many areas across the District. It is the point of the strategic assessment to dig a little deeper, to provide an overarching appraisal of what those co-existing crime and disorder types are and to give some indication about what the key themes are within the area.
- To indicate what crime and disorder issues would benefit most from a coordinated community safety response in conjunction with allocated resources, tight targets, smart indicators and a review and revise cycle that ensures the momentum is maintained when dips in performance take place. The 'themes' that have emerged are put forward as recommendations which the partnership should consider as priority areas for action.
- To provide an overarching picture of the problems and give some detail (as far as data will allow).

- 4.2 The suggested priorities are as follows:

A) Violent crime - See S. 4 of Appendix One. Violent Crime and Criminal Damage comprise 55.1% of all recorded crimes in Derwentside; 45% of recorded violent crime occurs in the town centres of Consett and Stanley; and involves the 18-24 age group;. Alcohol is also a significant contributory factor, with issues relating to the management of the nighttime economy.

B) Domestic violence – See S. 4 of Appendix One. The number of recorded incidents to Durham Constabulary of domestic violence has risen by 16% over an 18 month period.

C) Criminal damage – See S.5 of Appendix One, together with the comments above in relation to violent crime. Criminal damage in Derwentside comprises 37.6% of total recorded crime and is the highest volume crime in the district

D) Anti Social Behaviour- See S. 7 of Appendix One. ASB is largely comprised of rowdy and inconsiderate behaviour representing just over 55% of the total number of recorded incidents

Young people, re-offending, alcohol and problems within the town centres were also identified through the analysis as priorities. It was felt however that these could be integrated as key elements within the control strategies for each of the 4 priorities above.

- 4.3 These priorities are explored more fully in Appendix One to this report. The Strategic Assessment Executive have identified the priorities through a detailed analysis of national priorities, data drawn from multi –agency sources, local community engagement mechanisms, and national and local surveys. This analysis links with a wider analysis of the long-term community safety issues affecting County Durham, which will operate within the wider strategic context of the LAA, and the new Public Sector Agreement (PSA) targets, including those governing Community Safety Partnerships.
- 4.4 The Derwentside Community Safety Partnership feel that these priorities reflect accurately the information obtained and analysed during the strategic assessment, and are seeking feedback from the Council on them .
- 4.5 The results of the statutory consultations will be taken into account with a plan to tackle the identified concerns, published by 1 April 2008.
- 4.6 In consideration of the above details, the principal options available to the Council are as follows:

Option 1- Agree to the suggested priorities as indicated in paragraph 4.2, subject to the comments submitted by members during this process and inform the Derwentside Community Safety Partnership accordingly,

Option 2 - Suggest alternative priorities and inform the Derwentside Community Safety Partnership accordingly.

5.0 Conclusion

- 5.1 The Strategic Assessment provides a detailed analysis of crime data in Derwentside. The priorities currently proposed comprise most of the recorded crime in Derwentside, and articulate the vast majority of concerns and complaints voiced by the community. Comments on the priorities are as follows:-
- 5.2 Violent crime and criminal damage make up 57% of total recorded crime in Derwentside. The latter is a particular concern, not least to Government Office North East (GONE), which is currently working with the CSP to reduce the level of criminal damage in the area.
- 5.3 Domestic violence continues to be an issue both nationally and locally. The Council has a domestic violence policy, as does Derwentside Homes, and on that basis, its inclusion as a priority is considered necessary. Aside from the implications for victims, perpetrators and their families, the Council is required

to implement measures to tackle DV, and progress towards compliance with these measures is gauged by the Audit Commission's BVPI 225.

- 5.4 Anti Social Behaviour is largely comprised of rowdy and inconsiderate behaviour representing just over 55% of the total number of recorded incidents. It is arguably the single biggest concern of the community, based on referrals from Councillors, MPs and the general community. It's inclusion as a priority concern should be supported.

5.5 Young People, Alcohol, Re-offending and Safer Town Centres are factors featuring heavily in the concerns outlined above, and it is suggested that the proposed method of dealing with them should be supported.

- 5.6 It is suggested therefore that these priorities be supported. They accord with the Council's corporate aim of working with others to make Derwentside a safer place. Partnerships working to tackle these concerns are established and continue to develop. The Council has a direct input in its own right to addressing some of these priorities, (eg issues of anti social behaviour such as noise nuisance, graffiti, littering, fly tipping etc; licensing and, safe car parking, dealing with empty properties) and can continue to have an opportunity to influence partnership working through this input.

- 5.7 The Strategic Assessment lists the following as non-priorities (S.10 of Appendix One):-

- Hate crime
- Sexual offences
- Robbery
- Burglary (dwelling and non-dwelling)
- Theft
- Drugs

It is suggested that the community should be reassured that, whilst not being regarded as priorities, all reasonable efforts will still be taken to tackle them in terms of prevention, enforcement and rehabilitation. Similarly, plans should be capable of being amended and priorities changed should circumstances dictate. In this respect, the Council currently monitors a basket of both statutory and non statutory indicators to measure actual against planned performance in a number of areas. It does so through its risk-rating performance management framework. The community safety indicators monitored in this way are listed in Appendix Two.

6.0 RECOMMENDATIONS AND REASONS

- 6.1 It is recommended that Option (1) is agreed.

- 6.2 The reasons for this recommendation are that:

- The priorities are based on a detailed strategic assessment of national priorities;

- The priorities are based on an analysis of data drawn from multi –agency sources and feedback from local community engagement; and
- The strategic assessment for Derwentside links with a wider review of the long-term community safety issues affecting County Durham.
- The priorities accord with the Council's corporate aim of working with others to make Derwentside a safer place
- The comments listed above would enable the Council to monitor performance on both priority and non priority concerns and changing circumstances, and make informed recommendations accordingly to the Partnership

APPENDIX 1

STRATEGIC ASSESSMENT OF CRIME AND DISORDER CONCERNS IN DERWENTSIDE

Executive Summary

1 Purpose of Strategic Assessment

Under the auspices of the Crime and Disorder Act Regulations 2007, the need to carry out an audit and strategy on a triennial basis was repealed and the requirement (along with other pieces of work) to undertake a strategic assessment on an annual basis and associated partnership plan was put in its place.

This is the first time that Derwentside Community Safety Partnership (DCSP) have produced a document of this type and have done so within fairly short timescales. The full document is a culmination of those efforts. This Executive Summary introduces the preliminary findings gleaned from the evidence available and outlines the proposed priorities.

The SA's purpose is 2-fold. Firstly, it aims to provide a more meaningful and cohesive picture of crime and disorder across Derwentside. It is true that many different crime and disorder types do not exist in isolation but are exhibited alongside one another in many areas across the District. It is the point of the strategic assessment to dig a little deeper, to provide an overarching appraisal of what those co-existing crime and disorder types are and to give some indication about what the key themes are within the area. It also indicates what crime and disorder issues would benefit most from a coordinated community safety response in conjunction with allocated resources, tight targets, smart indicators and a review and revise cycle that ensures the momentum is maintained when dips in performance take place. The 'themes' that have emerged have been put forward as areas which the DCSP and other bodies are considering as strategic priorities for Derwentside for the period 2008-11.

Secondly, this assessment not only provides an overarching picture of the problems, it also aims to give some detail (as far as data will allow). What are the drivers of the behaviour? Who is more vulnerable? Is there an overarching theme? Where do we need to target our resources? It is the detail that allows appropriate plans to be established that will provide the results hoped for.

2 Next Steps

The strategic priorities will establish the direction for the DCSP for the next 3 years. These priorities will be refreshed on an annual basis following the production of the strategic assessment.

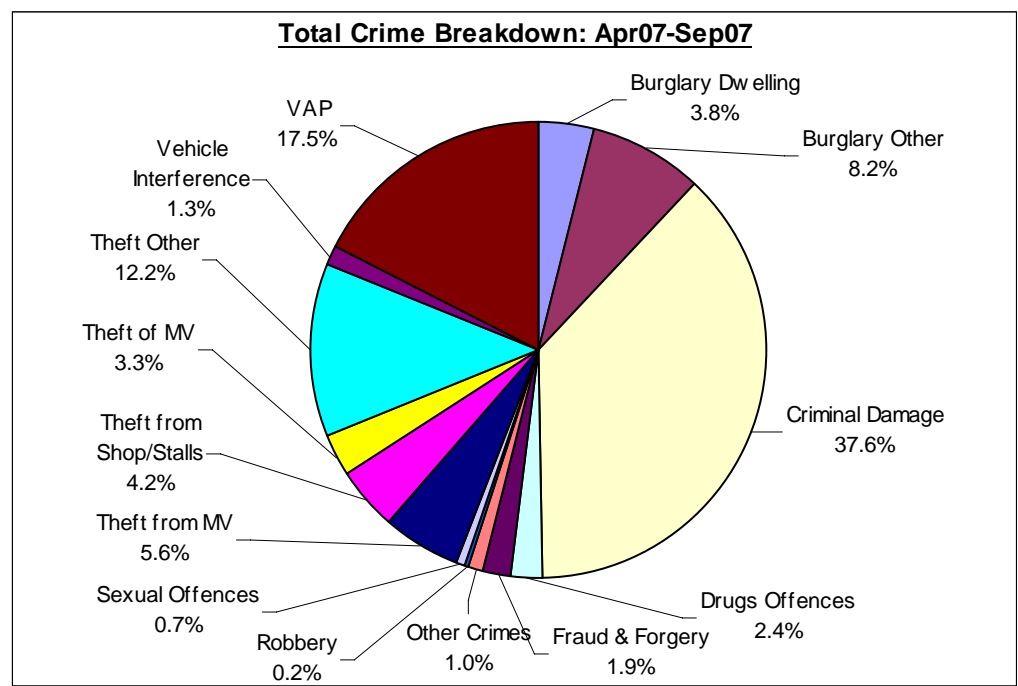
After the consultation period and the strategic priorities are agreed, a partnership plan and associated control strategy for each priority will be devised, agreed and monitored on a regular basis through an established performance management system.

In addition to the strategic assessment for Derwentside, an assessment has been prepared that provides a summary of the long term community safety issues affecting County Durham. The countywide assessment will recommend priority issues as key beneficiaries of interventions that will be co-ordinated on a countywide basis that will undoubtedly compliment and support local initiatives.

This assessment forms part of a wider and greater strategic context and will link closely with APACS, the LAA and the new national performance management framework through the new PSA's. Appendix A outlines the strategic context in which this strategic assessments fits. The production and dissemination of the partnership plan is the next stage in this process.

3 **Crime Overview**

The following chart illustrates that Violent Crime and Criminal Damage comprise 55.1% of all recorded crimes in Derwentside. It is therefore imperative that the Derwentside Community Safety Partnership focus on these areas as priorities for action for substantive reductions in crime and disorder to be made.



4 Violent Crime

The rate of violent crime is falling in Derwentside. Through better management of the night-time economy and establishing various projects and initiatives, a great deal of positive work has and is being undertaken to reduce violence. However, particular areas of the district are still particularly vulnerable. Most notably, these include the **2 town centre wards of Consett North and Havannah** – representing the towns of Consett and Stanley respectively - who between them, make up 45% of all violent crime in the area. Analysis of time and day of occurrence reveals causal links to the night-time economy but this remains tentative until further access to sufficient data is achieved to enable us to say this with absolute certainty. We are currently unable to do this to a satisfactory level which is why a recommendation to more fully understand violence within the district is being suggested. We do know that **young people aged 18-24 are particularly at risk** and it is almost certain that **alcohol** is a main driver in the occurrence of violence and in the risk taking behaviour exhibited. Indeed Drug and Alcohol information indicate that of all the Problematic Drug Users (PDUs) in Derwentside, 83% of them are male with a good majority of these between the ages of 21-25. In relation to probation clients, 34% of all offences involved violence/threat of violence or coercion with 58% of clients reporting that they regularly consumed alcohol with 27% drinking to excess.

37% of Derwentside residents' feel that people being drunk or rowdy in public spaces is a very or fairly big problem. This signifies a suggestive improvement in that the figure has reduced by 27% over the 2 year period (2003/04 to 2006/07).

In relation to young people (aged 10-17), 30% of all First Time Entrants (FTE) to the Youth Justice System between April and September 2007 in the area entered as a result of a violent offence. Additionally, 60% of all school exclusions (of children and young people living in Derwentside) were for violence.

Domestic Violence in the district continues to be an area for focus. The number of recorded incidents to Durham Constabulary of domestic violence has risen by 16% over an 18 month period. This increase should be viewed as a positive step in building reassurance and confidence in the criminal justice agencies in bringing perpetrators to justice although much more needs to be done. In relation to probation clients, we know that nearly half were victims of domestic violence and over two-thirds were perpetrators.

It is clear that violent crime remains a priority for Derwentside. The evidence has shown that young people are particularly vulnerable as both victims and perpetrators of violent crime and that the two town centres are particularly significant in relation to street violence.

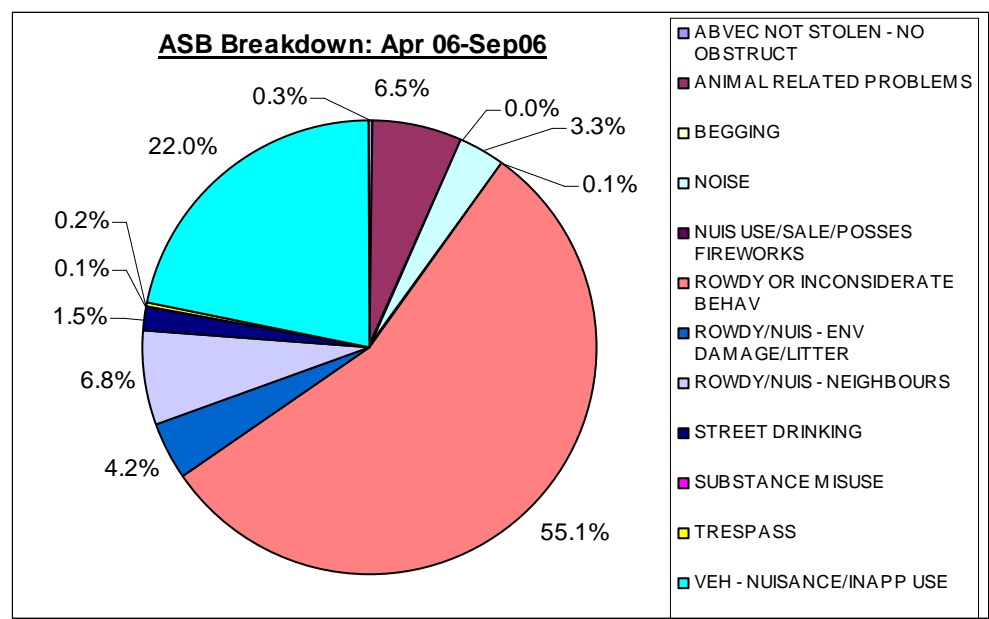
5 Criminal Damage

Criminal damage in Derwentside comprises 37.6% of total recorded crime and is the highest volume crime in the district. The only data that is available in order to understand the nature of the problem is police data. From this, we can confirm that damage is mainly targeted towards **vehicles and dwellings** and that it **occurs overnight at the weekend**. 31.5% of all First Time Entrants (FTE) to the Youth Justice System have been referred as a result of committing criminal damage. The town centre wards of Havannah and Consett North represent 17.5% of all criminal damage offences and therefore attention should be given to these areas. We know that victims are not discriminated against – ages of victims are evenly spread and women are nearly as likely to be a victim of this crime as men. We do not know enough about the perpetrators of the crime, the specific location of the crime, the type of damage caused or what it costs to repair it or fix it or any motivating or mitigating factors. Without these pieces of information, it is unlikely that we will be able to reduce the numbers in a targeted and coherent way.

6 **Alcohol**

In many of the crimes that take place in Derwentside, it has been anecdotally evidenced that alcohol has a contributing factor to play. In the volume crimes of violence and criminal damage, there is indeed links to the night time economy and from speaking to domestic violence professionals; alcohol has a key role to play in the systematic abuse of women and children. Informal reports of vast numbers of alcohol-related injuries presenting in Accident and Emergency departments on Friday and Saturday nights is also widely acknowledged although not formally documented. Whilst an alcohol plan is in place for the area, we must build on the work already undertaken.

7 **ASB**



ASB is largely comprised of rowdy and inconsiderate behaviour representing just over 55% of the total number of recorded incidents. Our understanding of ASB needs to be strengthened to understand what matters most to our communities.

8 Vulnerable Locations

The town centre wards of Consett North and Havannah have appeared repeatedly as this assessment has unfolded as areas of vulnerability and multiple receptors of crime and disorder. Crime and incidents of disorder take place frequently in the town centres of Consett and Stanley and there are particular problems in these areas in relation to violent crime, criminal damage and alcohol which are inextricably linked.

9 Reoffending

Offending and reoffending remain a priority for the partnership as the accountable bodies for the PPO scheme. It may be that reoffending and offending can be dealt with through each of the other priorities but a strategic steer on this subject would remain beneficial.

10 Recommended Priorities

Based on the evidence, it is recommended that the following are established as priorities for Derwentside:

- | | |
|---|-------------------|
| 1 | Violent Crime |
| 2 | Domestic Violence |
| 3 | Criminal Damage |
| 4 | ASB |

It was also felt that young people (particularly in relation to violent crime as both victims and offenders), alcohol, re-offending and safer town centres were important areas to focus on. It was however agreed that these cross cutting elements would be incorporated into the control strategies devised for each of the 4 priority areas above.

Other areas that are important to the partnership but not deemed to be priorities at this time are:

- Hate crime
- Sexual offences
- Robbery
- Burglary (dwelling and non-dwelling)
- Theft
- Drugs

APPENDIX 2

COMMUNITY SAFETY INDICATORS CURRENTLY COLLECTED BY THE COUNCIL

- Violent Crime
- Burglary (dwelling)
- Robbery
- Vehicle crime
- racial / hate incidents received by the council
- homeless cases attributable to repeat cases of DV;

POTENTIAL COMMUNITY SAFETY INDICATORS

The Local Government and Public Involvement in Health Act 2007, abolished all BV indicators, together with the statutory duty to collect them. The Council have on 22 January 2008 agreed to review the feasibility of continued collection of the above indicators, together with the new national indicators which as far as community safety are concerned are:-

NI Set – District Spatial Level (as at Dec 2007) – Indicators that will be collected by the District Council are highlighted in orange	
NI	Title
NI 15	Serious violent crime
NI 16	Serious acquisitive crime
NI 17	Perceptions with anti-social behaviour
NI 20	Assault with injury
NI 21	Dealing with local concerns about ant-social behaviour and crime by the local council and police
NI 22	Perceptions of parents taking responsibility for the behaviour of their children in the area
NI 23	Perceptions that people in the area treat one another with respect and consideration
NI 27	Understanding of local concerns about anti-social behaviour and crime by the local council and police
NI 29	Gun crime rate
NI 30	Re-offending rate of prolific and priority offenders
NI 32	Repeat incidents of domestic violence
NI 34	Domestic violence – murder
NI 35	Building resilience to violent extremism
NI 37	Awareness of civil protection arrangements in the local area

NI Set – District Spatial Level (as at Dec 2007) – Indicators that will be collected by the District Council are highlighted in orange	
NI	Title
NI 41	Perceptions of drunk or rowdy behaviour as a problem
NI 42	Perceptions of drug use or drug dealing as a problem

TITLE:	Derwentside Local Development Framework: Stanley Town Centre Area Action Plan Development Plan Document Issues and Options
TO/ON:	Executive – 11th February 2008
BY:	Director of Environmental Services
PORTFOLIO:	Environment
STATUS:	Report

STRATEGIC FACTOR CHECKLIST

The Council's Corporate Management Team has confirmed that the Strategic Factor Checklist has been applied to the development of this report, and there are no key issues, over and above those set out in the body of the report, that need to be brought to Members' attention.

1 SUBJECT MATTER AND PURPOSE

- 1.1 This report seeks approval for the Stanley Town Centre Area Action Plan (AAP) Development Plan Document Issues and Options. This document is the first stage in the preparation of the AAP. A full copy of the document is attached to this report.
- 1.2 The AAP builds upon the previous studies carried out in Stanley and seeks to complement the Modus agreement for redevelopment in the Town Centre.

2 BACKGROUND

- 2.1 The Planning and Compulsory Purchase Act 2004 introduced a new development plan system. At District level this will comprise the Local Development Framework, which will be a folder of Local Development Documents that will guide the future landuse in the District.
- 2.2 Previous reports on Stanley have all indicated the Town Centre requires regeneration and the Area Development Framework (ADF) for the surrounding settlements highlighted how improvements in the Town Centre could assist in the wider regeneration of those communities. As a result the AAP seeks to stimulate regeneration and protect areas sensitive to change through the planning process.
- 2.3 The AAP is at the first stage of preparation and identifies issues that are important to the future development of the Town Centre and presents possible options for addressing those issues.
- 2.4 Local evidence and opinions have been gathered through informal consultation with the community and other stakeholders, which included a successful

consultation day with two local schools and a community drop in event at the Lamplight in November 2007.

- 2.5 The Local Development Scheme shows the Issues and Options stage for the Stanley Town Centre AAP programmed for February 2008 and this milestone has been met.

3 CONTENT OF THE STANLEY TOWN CENTRE AREA ACTION PLAN ISSUES & OPTIONS

- 3.1 The AAP sets out the existing position of the Town Centre and the key elements of the planning framework. It then has a set of options to what how the Town Centre should develop in the future.
- 3.2 The Issues and Options document sets out the background on what the Government says in national documents and relevant guidance at a regional level. A summary of the relevant parts of the Community Strategy is given along with other relevant guidance. It then looks at what evidence has already been produced and gives some relevant facts and figures. Finally there is a summary of what has already been said in the consultation undertaken so far.
- 3.3 As part of the evidence gathering for the AAP the planning team have worked in partnership with the County Conservation Officer and County Urban Designer to produce a townscape appraisal. The Town Centre has been divided into character areas describing the issues within each area and highlighting possible development sites.
- 3.4 The AAP sets out a possible Vision of what the Town Centre will be like in 2021 and identifies objectives that will help realise that Vision. There is a list of questions with alternative answers to allow comments on the Vision and Objectives. The AAP considers certain key issues and themes in the Town Centre e.g. Shopping, Environment and Traffic with a list of questions with alternative answers of how future development in the Town Centre could be delivered.
- 3.5 The AAP then considers three different options for future development in the Town Centre. Each has a different approach to how the Town Centre should be developed in the future varying from minimal development to more radical improvements. There is the option to choose the most preferred option.
- 3.6 Finally it the AAP sets out how key issues will be monitored and implemented in the future e.g. Housing Market Assessment. It also includes a section on the funding sources that are currently available to help regenerate the Town Centre and those that are possibly available.

4 CONSULTATION

- 4.1 Consultation is a fundamental and important part of the reformed planning system. Members will recall the significant amount of work, which has gone into the Statement of Community Involvement (SCI) and the Core Strategy. The consultation on the Stanley Area Action Plan DPD must conform to the

provisions of the SCI, which requires the use of newspapers, questionnaires, public exhibitions, focus groups, written notification and the Internet.

- 4.2 As the requirements of the SCI are resource intensive it is proposed to have an six-week consultation period. It is proposed to begin the consultation period on the 29th February 2008 and run it until the 11th April 2008.

5 NEXT STEPS

- 5.1 Following the consultation period the answers provided by respondents together with a sustainability appraisal of each answer and the results of evidence gathering currently underway, will be used to select the preferred option. These will then be taken forward and developed into policies and proposals in the Preferred Options document, which is currently programmed in the LDS for February 2009 although, due to a shortage of staff resources, this may well slip.
- 5.2 Following further consultation the document will be submitted to the Government for approval, followed by an Examination in Public, presided over by a Government Inspector, before final Adoption. These stages will all take place after the creation of the new County Durham unitary authority.

6 CONCLUSIONS

- 6.1 The publication of the Stanley Area Action Plan Issues and Options is an important step in the preparation of the Derwentside Local Development Framework. The responses received will give an indication of the needs and aspirations of the community in and around Stanley and enable them to be integrated into the policies and proposals that are brought forward in future stages.

7 RECOMMENDATIONS

- 7.1 The Executive is recommended to:
- Approve the contents of the Core Strategy Development Plan Document Issues and Options and allow it to be published for public consultation beginning 29th February 2008.

Background Documents

The Planning and Compulsory Purchase Act 2004
Planning Policy Statement (PPS) 12: Creating Local Development Frameworks
Derwentside Local Development Framework: Local Development Scheme, March 2007
Stanley Area Development Framework 2007
Stanley - 'Focus for the Future' KPMG (1996)
'Stanley Core Retail Area Study' RPS (2004)

For further information contact Mike Allum, Principal Planning Officer, Telephone: 01207 218278 or E Mail: m.allum@derwentside.gov.uk

STANLEY TOWN CENTRE AREA ACTION PLAN

ISSUES & OPTIONS

FEBRUARY 2008



DERWENTSIDE LOCAL DEVELOPMENT FRAMEWORK

DERWENTSIDE DISTRICT COUNCIL
STANLEY TOWN CENTRE AREA ACTION PLAN ISSUES & OPTIONS
FEBRUARY 2008

This document is available in different formats on request. Please contact:

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DH8 5JA

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或電郵 customer.services@derwentside.gov.uk

Šo dokumentu iespējams pieprasīt dažādos formātos. Lūdzu, sazinieties:

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Arba elektroniniu paštu customer.services@derwentside.gov.uk

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ਕ੍ਰਿਪਾ ਕਰਕੇ ਸਪੱਰਕ ਕਰੋ :

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ਜਾਂ ਫ਼ਿਰ ਈ ਮੇਲ ਕਰ ਸਕਦੇ ਹੋ: customer.services@derwentside.gov.uk

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Introduction and Format

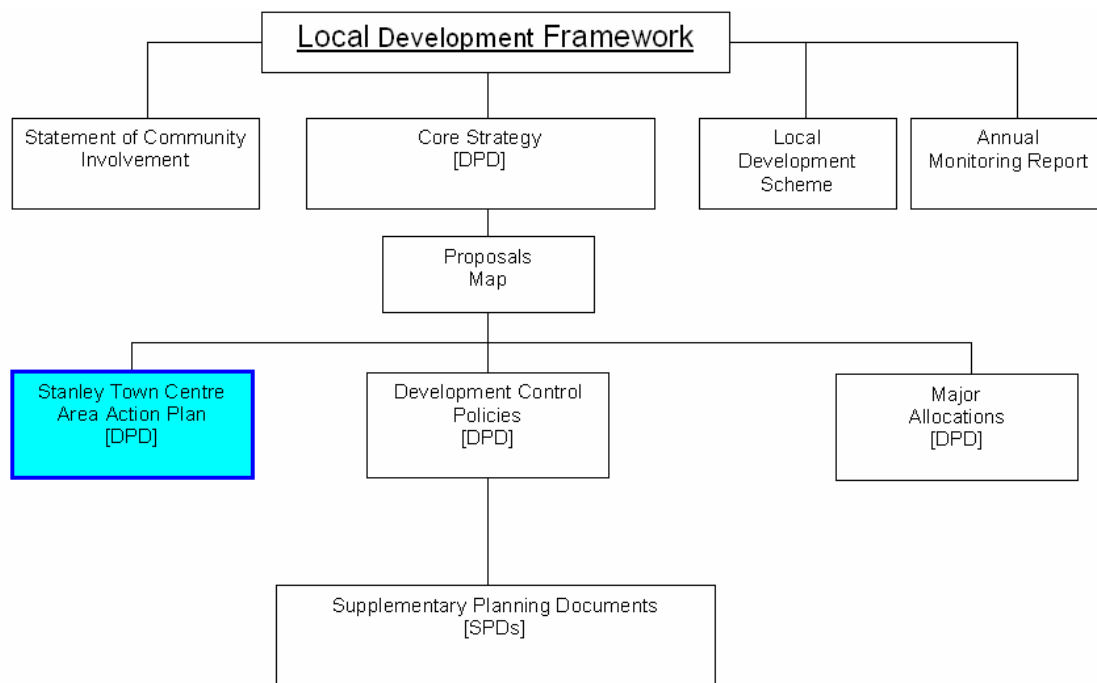
This document seeks your opinion on the key issues facing Stanley Town Centre and suggests some alternative options for dealing with them. The document covers many topics, which are common to all Town Centres such as shopping, employment, transport and housing. If there are any terms or abbreviations in this document that you do not understand, please refer to the Glossary at the back of this document, or contact Derwentside Council's Development Plans Team at developmentplans@derwentside.gov.uk or telephone 01207218276.

The Local Development Framework

The Government has introduced a new and reformed planning system that aims to respond more quickly to changing circumstances. The new system also seeks to achieve more effective involvement with the community throughout the process.

Derwentside's Local Development Framework (LDF) will be made up of a number of different documents, and each document will go through a number of different stages before they are finally adopted.

Other documents that form part of the LDF include the Core Strategy, Development Control Policies and the Major Allocations Development Plan Documents. The Core Strategy is particularly important as it sets out the vision and strategy for the future development of the whole of Derwentside District and the Stanley Area Action Plan (AAP) must be in conformity with it. The diagram below shows how the AAP fits in with the rest of the LDF.



What is an Area Action Plan

An Area Action Plan (AAP) is a planning framework for areas where significant change or conservation is needed. It focuses on the actions required to ensure that change or conservation are achieved in line with the broad approach set out in the Core Strategy.

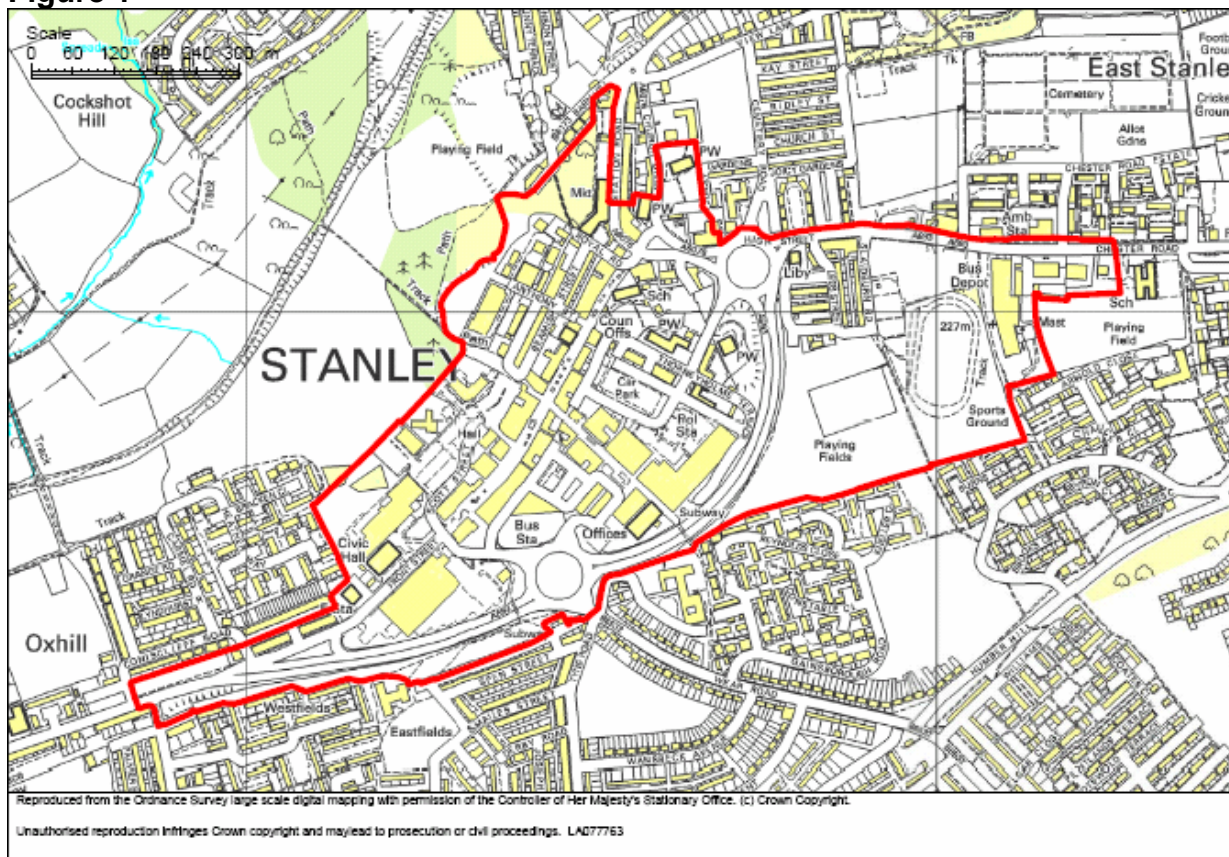
AAPs can be used to deliver planned growth, stimulate regeneration or protect areas sensitive to change.

Why does Stanley Town Centre need an Area Action Plan?

Stanley Town Centre has been the focus for sustained regeneration activity over a number of years and has experienced some positive change as a result. However there is still work to be done in order to ensure that the Town Centre meets its full potential and meets locally identified requirements for housing, employment, shopping and leisure. An Area Action Plan will ensure that development is achieved in the right places and at the right times to be of the most benefit to businesses and users.

The Stanley Town Centre AAP area, as shown on Figure 1 below, covers the Town Centre and an area along High Street including King's Head playing fields. Most of the area is used for shopping and leisure but some areas of housing, industry and open space are also included.

Figure 1



AAP1. Is the geographical area to be covered by the Action Area Plan appropriate?

- a** Yes.
- b** No (suggest different area).

Derwentside Council invites the community to participate in this first stage of developing Issues and Options for the Stanley Town Centre AAP. The outcome and results of this consultation, supported by evidence gathering, will help inform the

preparation of the Stanley Town Centre AAP Preferred Options. Further consultation will lead to the document being submitted to the Government for approval followed by an Examination in Public, presided over by a government inspector, before final Adoption. Detailed guidance on the preparation of an Area Action Plan is set out in Planning Policy Statement 12 (PPS12).

Sustainability Appraisal

The Sustainability Appraisal Scoping Report for Derwentside's Local Development Framework was subject to an eight-week consultation up to January 2007 to enable interested parties to comment on its content and scope. All policies within the Stanley Town Centre AAP will need to reflect the sustainable development objectives in the Scoping Report and its sustainability indicators will be used to monitor Stanley Town Centre AAP's success. The Sustainability Appraisal Scoping Report is available to view on Derwentside Council's website at:

<http://www.derwentside.gov.uk/index.cfm?articleid=10012>

Format of this document

We will start by giving some background information on the current position, characteristics and physical makeup of Stanley Town Centre and a summary of national, regional, and local policies and strategies that may have an affect. We will then set out a possible Vision of what Stanley Town centre will be like in 2021 and identify objectives that would help to realise that Vision. We will then set out a number of alternative approaches to the future physical development of the Town Centre and then look at other overarching issues that are having an impact. Throughout the document we will seek your views by asking questions, some with a number alternative answers, and some open ended.

Your answers, together with a sustainability appraisal, will help us select the best answer in each case, which will then be taken forward and developed into policies and proposals. You will then be consulted again to ensure that we are on the right track.

It is unlikely that we have included every issue that affects you and there may be other options for addressing those we have identified. We therefore welcome any suggestions you may have and have included a section at the back for this purpose.

What to do now

Please complete the response form inside the Stanley Town Centre AAP Issues and Options document and return it to:

Development Plans Team, Civic Centre, Medomsley Road, Consett, Co Durham,
FREEPOST NEA3943, DH8 5JA

Alternatively the Stanley Town Centre AAP Issues and Options Document is available on the Council's website:

www.derwentside.gov.uk/ldf

You can fill in a form online or email us your comments to:

ldfconsultation@derwentside.gov.uk

Responses should be received by **Friday 11th April 2008**.

If you would like to discuss any aspects of the Stanley Town Centre AAP or the Derwentside LDF in more detail, please contact the Development Plans Team, tel: 01207 218276 email: developmentplans@derwentside.gov.uk

Policy Context and Summary of Baseline Report

What the Government says

The emphasis of Planning Policy Statement 6: Planning for Town Centres (PPS6) is focusing development and future growth in existing town centres to ensure their vitality and viability. To do this PPS6 uses the sequential test, which directs town centre uses to existing town centres, but also makes sure that the scale of development is appropriate and relates to the town centre without having an unacceptable impact. The main town centre uses are retail, leisure, offices, arts, culture, tourism and entertainment facilities.

Encouraging these facilities in town centres will help deliver sustainable development by promoting economic growth, improving accessibility and offering genuine choice for consumers through high density and mixed-use development that recognises the importance of high quality design. Planning Policy Statement 1: Delivering Sustainable Development (PPS1) repeats these themes for achieving sustainable development.

Planning has a critical role in reducing the effects of climate change and encouraging sustainable development, reducing carbon emissions, increasing renewable energy generation and reducing the need to travel (PPS1, Planning Policy Statement 22 – Renewable Energy and Planning Policy Guidance Note 13 – Transport). Directing development to town centres such as Stanley would help to achieve all of these aims.

What the Region says

Policy 5 in the Regional Spatial Strategy (RSS) Proposed Changes identifies Stanley as a regeneration town allowing development appropriate in scale to meet local needs and achieve a balance between housing, economic development, infrastructure and services. Policy 6 for the Tyne and Wear City Region seeks to support the regeneration of Stanley, for sustainable indigenous growth.

The Regional Economic Strategy seeks to develop 'strong city regions that can drive wider economic growth and productivity'. Derwentside (which is in the Tyne and Wear City Region) is identified as having 'very strong interactions with the conurbation' and it recognises the problems in former coalfields areas where heavy industry has declined and the need for improvements in the employment prospects through business creation.

What the Local Plan says

The adopted Derwentside District Local Plan contained no policies that specifically referred to Stanley the Town Centre but did seek to direct new development to existing town centres and control development of out of centre retail and leisure facilities through policies CO1 and CO3 (Supporting Existing Town Centres within the District and Controlling Out of Town Centre Retail Developments). These two policies have not been retained in a review of the Local Plan as the guidance they recommended repeats the most recent national Planning Policy Statement 6 - Planning For Town Centres.

What the Core Strategy Issues and Options says

The Issues and Options of the Core Strategy (the first stage in its preparation) were published in February 2007. The document contained a number of questions, including question TS2, which asked how Stanley Town Centre could be improved. By far the most popular responses were that the environment and layout of the shopping should be improved and that more choice of food and non-food shops is required.

What the Community Strategy says

The Derwentside Community Strategy Review recognises the need to create more attractive town and village centres by creating more attractive places, providing local shops, leisure facilities and services and investing in the appearance of the street scene.

Challenge 3 of the County Durham Strategic Vision seeks to 'expand shopping, culture and leisure provision at key locations in the County, whilst securing the future of smaller towns as thriving centres for local shopping and service delivery'.

What other strategies and studies say

The draft County Durham Sub-Regional Economic Strategy suggests that Stanley, along with Consett and Chester-le-Street would be within the North and North West area that has strong connections to the Tyne and Wear City Region. It identifies the lack of investment in shopping and services in Stanley Town Centre and combined with housing market renewal in the surrounding communities it could sustain long-term role for the Town Centre, as quoted in the Vision:

'Our major centres – including Bishop Auckland, Peterlee and **Stanley** – provide a wide range of retail, office and leisure based employment for the hinterlands which they serve. Here, and in other priority neighbourhoods, we have revitalised our housing market, creating truly sustainable communities which are safe, secure and well-managed and provide a wide range of affordable housing for sale and rent.'

Draft County Durham Economic Strategy Pg.11 (2007), emphasis added

Policy 3 of the County Durham Structure Plan recognises Stanley as a main location for development and previous studies of the Town Centre and surrounding communities have concluded the need for significant improvements. The Stanley Area Development Framework (ADF) (2007), KPMG study (1996) and RPS study (2004) all concluded that areas of the Town Centre were underused and recommended a contraction of the shopping area by allowing some peripheral retail units to be converted to other uses such as housing. This would potentially concentrate consumer spending in a smaller area, increasing turnover, and encouraging better quality shops to locate in Stanley.

The principal recommendations of the RPS and KPMG studies were the improvement of the retail offer within the Town Centre and improved linkages to the critical retail areas.

The draft Economic Development Strategy for Derwentside suggests there is also a demand for modern office space in Stanley Town Centre. It suggests that public sector intervention will be required to secure office development in the Town Centre.

The Council has recently secured £10.2M in partnership with Easington, Sedgefield and Wear Valley, to raise levels of entrepreneurship and stimulate business activity amongst the most deprived areas of the Districts, including those in and around Stanley Town Centre. Further LEGL funding is being sought to extend the programme and build upon the foundations/mechanisms already put in place.

What you have already told us

A great deal of consultation has already taken place. Questionnaires have been completed by shoppers at Stanley Market and by 886 members of Derwentside's Citizens Panel. Discussions have taken place with businesses and other stakeholders either located within the Town Centre or with interests within it. There was also a 'Planning for Real' type event held in partnership with Planning Aid North East and involving a large number of schoolchildren from the local area.

We also placed advertisements in the local press and have had comments boxes in the Stanley Library and the Front Street offices of the Council. A specific web page was also created, which included a comments page.

All of this consultation complied with the procedures set out in the Council's adopted Statement of Community Involvement and has helped us formulate the issues and options for the future of Stanley Town Centre that you find in this document.



The consultation identified that shopping is the main reason people choose to visit Stanley with the majority of visitors visiting once or twice a month. Food shopping or



'top up' non-food shopping are the most common types of shopping and the two second most popular reasons for people to visit Stanley were to use the health centre or the leisure facilities. The Louisa Centre was particularly popular with young people who enjoyed the swimming pool and facilities available.

A major complaint was the limited range and quality of shops and services in Stanley Town Centre, particularly in relation to clothes shopping.

Many people would not visit the Town Centre at night because of concerns over safety and the lack of facilities and services available, particularly restaurants.

Maybe surprisingly the amount of free car parking in Stanley was the most popular response to what people liked most about Stanley. Leisure and cultural facilities were second and third choices. Respondents accepted that parts of the Town Centre were in need of redevelopment and that this may include residential or office development.

From the questionnaires people clearly considered the Council Offices on Front Street as the most popular building in the Town Centre, closely followed by the former Co-op Building at the southern end of Front Street. The bus station has proved to be a popular new development with all sections of the community and people felt it should set the standard for future development.

Working with the young people who attend local schools revealed they would like to see less litter and more green and open spaces in the Town Centre to make it more attractive and appealing.

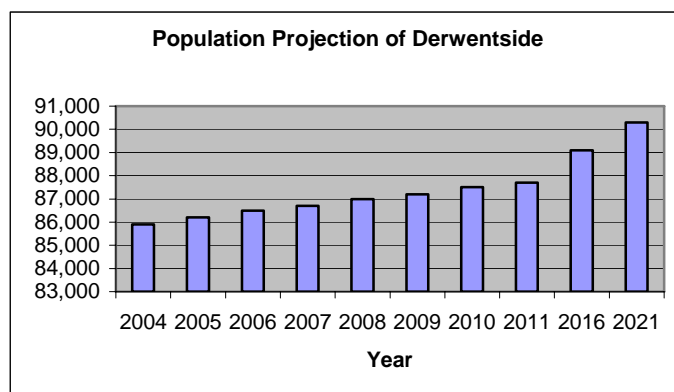
What the evidence tells us

This section summarises some of the key findings of the Baseline Report, others are included in the Other Issues and Themes section later in the document.

Socio-Economic Characteristics

The 2001 census recorded a population of 85,065 within Derwentside and this figure is growing which is reflected in Figure 1 overleaf. Four wards surrounding Stanley Town Centre (Craghead and South Stanley, Havannah, South Moor, Stanley Hall) have a combined population of 18,932 (Table 1). Derwentside is rank amongst the 80 most deprived districts in England and therefore qualify for Neighbourhood Renewal Funding and the three wards of Craghead and South Stanley, Havannah and South Moor make up the Stanley Green Corridor, which is a Neighbourhood Management Pathfinder. Stanley Green Corridor was created in 2002 and works in partnership with the local community and local service providers to make sure services are joined up and deliver what people want and need.

Figure2

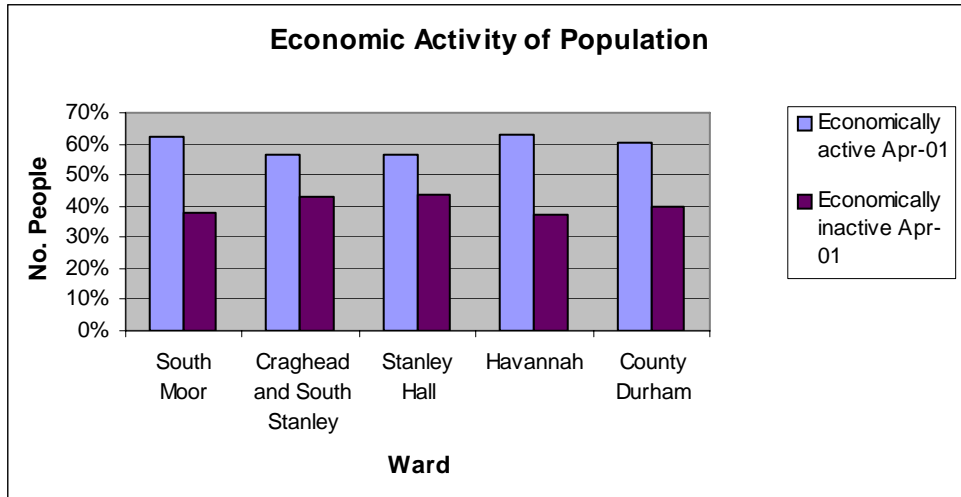


Census 2001

Table 1

	Craghead and South Stanley	Havannah	South Moor	Stanley Hall	Total
Census Population 2001	5022	4659	4586	4665	18932

Figure 3



Census 2001

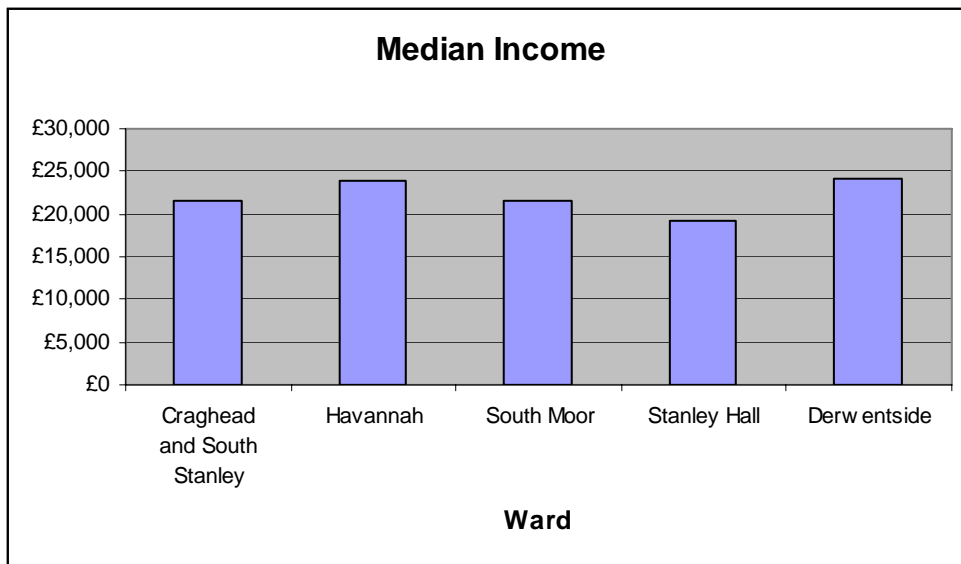
The 2001 census data identifies that 17% of the people living within the catchment area are over 65 years old, whilst over 50% of people living in the catchment are aged between 25 and 64 years old. The four wards are over-represented in terms of semi-skilled and unskilled workers and are under-represented in terms of professional workers. Combined with a high number of economically inactive, low levels of car ownership and poor educational attainment indicates the area is a deprived area (hence the Neighbourhood Renewal funding) and in need of positive support.

Table 2

	County Durham	Derwentside	Craghead and South Stanley	Havannah	South Moor	Stanley Hall
Managers and Senior Officials	11.6%	12.1%	8.5%	13.7%	9.0%	9.1%
Professional Occupations	9.2%	8.3%	2.7%	7.2%	3.7%	3.3%
Associate Professional and Technological Occupations	12.1%	12.1%	8.9%	11.1%	7.8%	9.6%
Administrative and Secretarial Occupations	11.7%	12.0%	8.9%	14.2%	10.4%	12.8%
Skills Trades Occupations	12.7%	12.9%	13.5%	12.7%	14.6%	14.0%
Personal Service Occupations	7.3%	7.9%	9.4%	7.1%	8.2%	7.8%

Sales and Customer Service Occupations	8.4%	8.4%	10.2%	10.5%	10.7%	11.0%
Plant and Machine Operatives	13.3%	12.7%	19.2%	11.6%	18.3%	15.6%
Elementary Occupations	13.7%	13.6%	18.7%	11.8%	17.5%	17.0%

Figure 4



PayCheck Directory September 2007

Key Strengths and Weaknesses

Strengths

- Attractive setting to the Town, with views out to and accessibility of surrounding countryside. Potential to promote links with nearby Beamish Museum and C2C cycle link.

- Proximity and road links to the urban centres of Newcastle, Gateshead and Durham provides the opportunity to expand Stanley's role as a key residential location, particularly if infrastructure and communications are improved.

- Large Town Centre area means there isn't pressure on land to limit regeneration efforts as can be the case in more tightly



bound centres. There is scope to change the scale of the core area of the Town Centre to suit the scale of offer and influence the Town exerts geographically. The proximity of the various development sites to the core area around Front Street creates an opportunity to create a less fragmented and more successful place and identity.

- Front Street has some attractive buildings, which can be used as a starting point for improving the street scene. The south end of Front Street is very broad between the former Co-op buildings and the junction with Clifford Road. There is an opportunity to develop the central area of the street to improve proportional enclosure and to enliven the street scene; perhaps also improving protection from the elements.
- Vibrant market days and pedestrianised Front Street, with large centrally located bus station and car parking areas.
- Large recreational open spaces in close proximity to the town centre; leisure and entertainment facilities at the Louisa Centre and Lamplight Building.
- Large population in close proximity to centre.
- Good access by road and public transport

Weaknesses

- The Town has lost some of its function following closure of the coal mines, which has lead to diminished civic identity and pride. The Town is less self-sufficient and contained with many residents travelling to neighbouring major centres and hubs for employment and shopping needs.
- The Town's decline has been exacerbated by its isolation from major centres, which although close in physical terms are quite distant in terms of economic, social and cultural links.
- Continued loss of trade and employment to competing retail destinations such as Newcastle, Gateshead, and Durham. This is a complex issue based on factors such as increased mobility and degree of self-containment, which is often linked to physical location. Stanley is close to large retailing centres and has a limited indigenous range and offer of shops; as such it is not particularly self-contained.
- The Town's overall form is quite physically fragmented and disconnected. Ad



hoc expansion in the last thirty or so years and the impact of the bypass has created an illegible townscape and structure. Physical links between the Clifford Centre, Scott Street area and Front Street are quite unattractive and poor in terms of urban design (architectural quality, material, enclosure of space and legibility). At a larger scale, links with outlying residential suburbs, such as South Stanley, are quite poor especially for those with mobility problems.

- Weak first impressions of Town as a result of quite poor entry points; the bypass has repositioned the entrances into the Town so that visitors are 'greeted' by the back end of shops and car parks when they arrive in the Town. Unattractive edges dominate in the street scene - properties turn their backs on the visitor along Scott Street and at several of the pedestrian flows through the central area, such as between Clifford Road and the new bus station. The back ends of Asda and units in the Clifford Centre retail park dominate the street scene along the A693 bypass and entrances to the Town.
- There are buildings of architectural but the overall appearance is degraded by poor maintenance and vacant upper floors.
- The public realm is quite low quality, while the proliferation of discount stores throughout the main shopping area lends the Town a distinctly 'down at the heel' feel.
- The Town Centre lacks multiple retailers (significant nationwide retailers) which can act as 'growth poles' and important 'anchors' for other, perhaps local and small scale, retailers to orientate around. Consequently the retail offer and draw of the Town is limited.
- There are signs (vacancy and conversions) that the core retail area may be too large for the size of the town it serves. The northern end of Front Street achieves quite low levels of footfall compared to the southern end. Consequently the northern end of Front Street is relatively inactive while the shops are more prone to vacancy.
- The Library is poorly located on the opposite side of the A693 bypass to the core retail area. Pedestrian access from the bus station is poor as a result.
- Front Street is exposed to the elements as a result of its topography and orientation; as a result it can be quite an uninviting place for visitors.

Townscape Appraisal

Following a walkabout of the Town Centre in October 2007 by design and conservation officers a Design Appraisal was produced. Some of the key findings are summarised below:

Quality of the public realm

- Several areas in the Town Centre could be improved; notably Front Street, Clifford Road pedestrian route, the Clifford Centre, the rear of Front Street particularly around the Beamish Street and Westerleigh Residential Home.

Town Centre Gateways

- Entrances from the north and south on the A693
- The main roundabouts on the bypass, near the Library and Asda (key entrance points)
- Underpass entrances onto Clifford Road and the Asda car park
- Pedestrian and cycle access from the C2C adjacent to Netto supermarket

Local nodes

- Shops at the southern end of Front Street linking to Louisa Centre and Asda, particularly on market days
- Clifford Road
- Asda
- Bus Station area

Landmarks

- St Andrew's Church (outside of Town Centre boundary) and Christ Church

- Tower on the Co-op building
- Bowling Centre

Significant views

- Panoramic views from the car park to the west of Front Street - from car park to the rear of Front Street and Louisa Centre
- Views to the west from Anthony Street
- View north down Front Street to St Andrew's Church

Unattractive edges

- The A693 bypass, particularly the rear of the Clifford Centre and the cleared site at Agnes Street
- Entrance areas along A693; both the edge to the north near Kings Head playing Fields and to the South near Asda/Bowling Centre
- Clifford Road near the underpass and along to the Health Centre.
- The Clifford Centre
- The backend of buildings on Front Street which create an inactive edge to the car park on Scott Street
- Vacant/roller shuttered buildings at the bottom of Station Road and at Elite Buildings.



Principal routes

- A693, both around the two major roundabouts and at the entrances into the Town Centre
- Front Street
- Clifford Road - pedestrian route
- Scott Street area and links to Front Street and Louisa Centre

- Routes between the Clifford Centre car park, and Clifford Road and Front Street
- Transport flows around Station Road and Church Bank near the Royal Public House
- Asda - both around the car park and links to Front Street

Poor quality pedestrian links

- Between Asda/Louisa Centre and Front Street
- Routes between the Clifford Centre car park, and Clifford Road and Front Street
- Clifford Road - pedestrian route and underpass
- Links between Clifford Road and Bus Station
- Bypass creates barrier for pedestrians
- Scott Street area and links to Front Street and Louisa Centre/Lamplight Building
- Beamish Street area and links to Front Street
- Louisa Road
- Links to Library from core area (Front Street)

Town Centre Character Areas

For the purposes of the Area Action Plan, Stanley has been divided into fifteen character areas, some of which may also include specific development opportunity sites (in bold and underlined and with a reference) Please see Figure 3 for more information:

1. Chester Road

This is the eastern gateway to the Town Centre on the A693 and is dominated by car showrooms and Go Ahead's large **Bus Depot (A)**. Due to a possible future relocation the Bus Depot is identified as a potential development site. It would be beneficial if any future development were considered together with that of the adjoining Kings Head site. Any redevelopment would enhance the appearance of the area and create a more suitable gateway to the Town Centre.

2. Kings Head

Since the demolition of the swimming baths and the abandonment of the athletics track the **Kings Head (B)** site has been proposed as a potential development site. Its location beyond the bypass and a lack of developer interest has meant that no development on the site has taken place. Following discussions with the County Council Education Department it is now understood that this site is the preferred location for any future secondary school/academy if the other schools in the Stanley area are to be merged. Any development on the site should be sustainable with the highest quality design that retains a significant proportion of open space and improves pedestrian and cycle links to the Town Centre.

3. Slaidburn Road



This is a dense residential area made up of early twentieth century terraces and suffering from a lack of designated parking spaces. The area provides access from the Kings Head Sports fields to the retail centre areas in the Town centre. Stanley Library is also located within

this area but suffers from poor access and a lack of parking facilities. Durham County Council have indicated their preference to relocate the Library in a more central location in the Town Centre. If this were to happen then the **Library (C)** site would then be suitable for redevelopment.

4. St Josephs

Located towards the northern end of the Town Centre, this area has a quiet and relaxed atmosphere with the church and graveyard at the centre of it. Within this area the former gas depot has been redundant for many years, however the area adjoining the roundabout on the A693 now has planning permission for the erection of six dwellings and new school facilities, and a car park have been developed for St Joseph's RC Primary School.

5. Front Street North

The area has a mix of uses including shopping and housing. The main road to Newcastle runs perpendicular to the bottom of Front Street.

There is a perception that the shopping at this end of Front Street has become isolated from the southern end of Front Street, which generates much higher footfall. The

Market Hall (D)

now has a mix of small independent retailers although the primary space is occupied as a



carpet shop. The site has potential for redevelopment which, given its prominent location, would need to be of a high quality design reflecting the surrounding buildings and maintaining the continuity of the street design. The site could be developed for residential, mixed use or office development.

The area includes some retail premises at Elite Buildings where there is some potential for shop front improvements.

On Station Road planning permission has been granted for 20 flats and the conversion of the existing corner building into 12 further flats. Adjoining this site, also on **Station Road (E)**, there is an existing area of derelict land, which may also be suitable for residential development.

6. Rear of Front Street

This is a mixed-use area of houses, shops and small-scale industrial activity. The site of the Ashton Building now has planning permission for the factory to be demolished and 25 houses to be built on the site. Immediately to the northwest there is an area of scrubland at **Anthony Street (F)** that is owned by the Council and may have some potential as a housing site.

7. Thornleyholme Terrace

This is a distinctive residential street in the heart of the Town Centre that serves as both residential and office premises. The area is generally quiet with limited traffic movement.

8. Health Centre

The Health Centre is due to be relocated from its current position on Clifford Road to the car park adjacent to SureStart. A planning application has been approved, which will create a new, modern health facility for both children and adults. The proposed layout of the new Health Centre creates a new, smaller car park adjoining Clifford Road.

9. Front Street

This area has the highest density of retail premises in the Town Centre and is in close proximity to the new bus station and Clifford Road. The open air market is held every Thursday and Saturday on Front Street and both Front Street and Clifford Road are pedestrianised streets, requiring environmental improvements. Some of the shop frontages in the area are looking tired and improvements to the appearance of this area could be made. The **County Council Offices (G)** have potential as a development site, most likely for offices, given that Social Services have relocated and the building is now under-utilised.

10. Clifford Road

This area has a number of large retail premises built in the 1970s. Over recent



years there has been an issue with vacancy of units in the retail park and the quality of the public realm is generally poor. The area is one of the primary shopping locations within the Town Centre but its current condition undermines the attractiveness of the Town Centre as a whole. The subway

from the housing areas in South Stanley into the Town Centre also passes the retail park. Given the run-down appearance and outdated design of the shops **Clifford Road Retail Park (H)** should be considered for redevelopment. There may be some scope to include adjoining areas to make a more comprehensive scheme.

11. Ritson and Mary Street

These two streets are an isolated grouping of early twentieth century terraces adjacent to the bus station and the primary retail area. Given their isolated location in the middle of the Town Centre there may be some long term potential for redevelopment as part of a wider scheme.

12. Bus Station

The new bus station (completed 2005) is popular and provides excellent transport links throughout the County and Region. It has also created an attractive link onto Front Street with new café and seating area and sets the standard for new development within Stanley that should be regarded as a minimum.

13. Scott Street

This area contains buildings that are important to the vitality and viability of the Town Centre, with the Louisa Centre and Lamplight Arts Centre providing a range of cultural and leisure uses. There is also a residential care home, surgery, Netto supermarket and the largest car park in the Town Centre at Scott Street. This area also serves as a gateway to the Town Centre for pedestrians and cyclists travelling on the C2C and visitors who use the car park. The area has excellent views west over the surrounding countryside that emphasises the topography of the Town Centre. The former fire station located to the south west of this area has received planning permission for 13 dwellings.

14. Asda

The **Asda (I)** superstore dominates this part of the Town Centre and is the key anchor store in Stanley. The Asda building incorporates an indoor bowling centre and is of an unusual design, and provides a highly visible landmark when entering the Town Centre from the south on the A693.



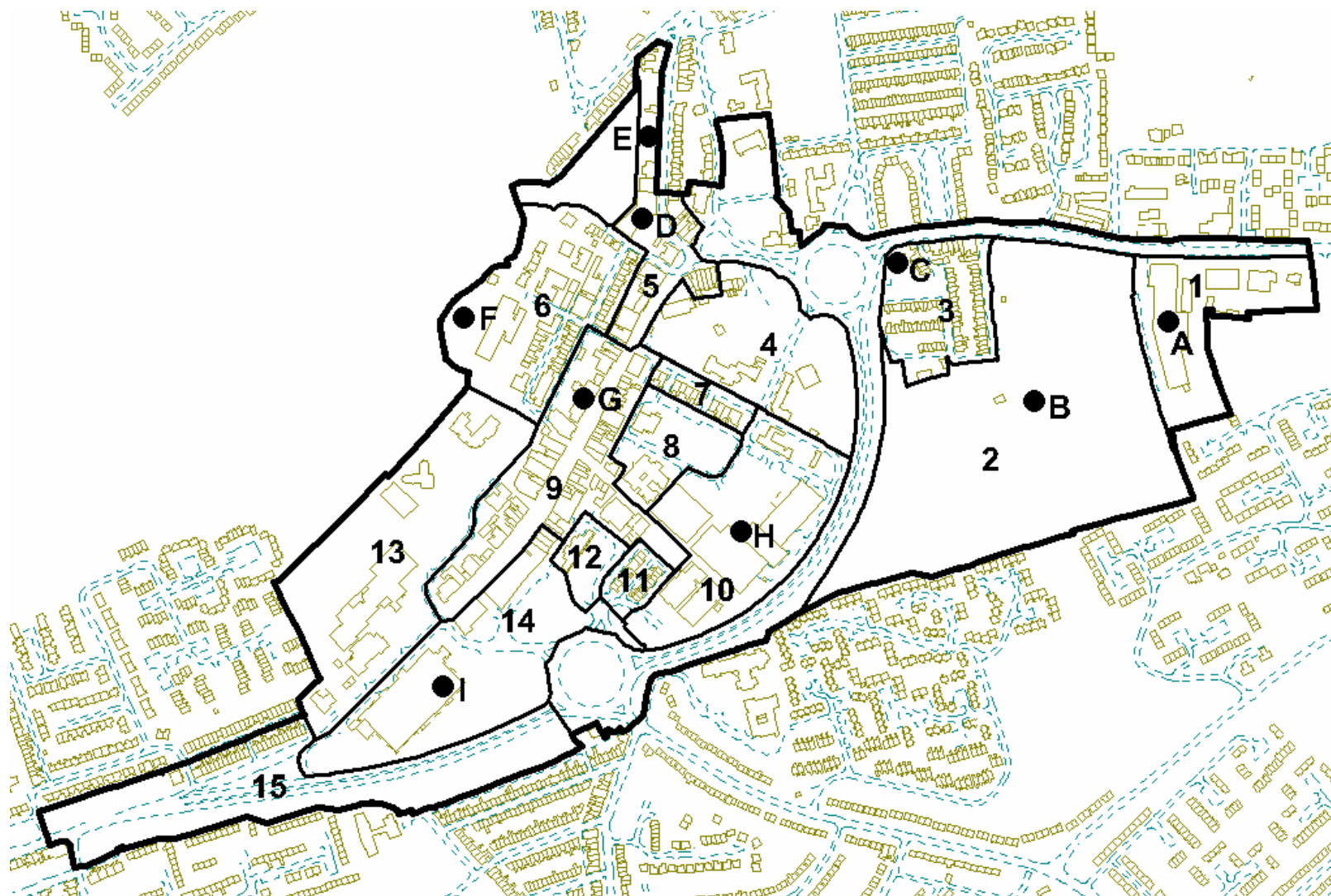
Asda have indicated that the store's design no longer meets its needs and the Council have signed a development agreement with commercial development consultants, Modus. The Modus proposal will have a huge impact on the Town Centre and would incorporate a new Asda store, new shops on Front Street and a new area of car parking. The road that currently separates the Asda store from Front Street is also likely to be closed off as part of the redevelopment scheme. Consultation on the plans is expected in early 2008 with a planning application expected by the summer.

15. Oxhill

This area is the gateway site to the Town Centre, which needs improvement to create a better image for Stanley Town Centre. One aspect of this is the need for highway improvements to relieve the congestion at Oxhill traffic lights.

AAP2. Are there any other development opportunity sites that should be included in the Area Action Plan?

Figure 3



NB: This map is only indicative at this stage and open to changes through the consultation process

Vision and Objectives

Vision

A local shopping centre that attracts residents from all parts of Stanley, as well as visitors from outside the town. A sustainable mix of retail, service, community and residential uses and improved local employment opportunities. A high quality, well designed, safe and integrated centre, accessible by a choice of transport modes. A locally distinctive town centre where environmental and heritage assets are maximised.

VO1. Does the suggested vision reflect the needs and aspirations of the residents, visitors and businesses of Stanley Town Centre?

- a** The vision as suggested fully reflects the needs and aspirations of the residents, visitors and businesses of Stanley Town Centre.
- b** The vision would reflect the needs and aspirations of the residents, visitors and businesses of Stanley Town Centre if changed slightly.
- c** The vision does not reflect the needs and aspirations of the residents, visitors and businesses of Stanley Town Centre and should be changed completely.

Strategic Objectives

The following Strategic Objectives expand upon the vision statement.

1 A local shopping centre that attracts residents from all parts of Stanley, as well as visitors from outside the town:

- Development in the Town Centre will allow the Town to reach its full potential, whilst recognising its role within the North East regional context.
- The Town Centre should appeal to a wide range of people of different ages, cultures and groups.
- The Town Centre should provide for and attract visitors to the wider area.

2 A sustainable mix of retail, service community and residential uses:

- The scale and mix of development provided for within the Town Centre will be compatible with the Town's catchment and role within the regional hierarchy.
- A full range of local retail, service and community uses to encourage linked trips. These uses should include:
 - Local convenience and comparison retail facilities;
 - A range of local service functions;
 - Civic and community facilities;
 - Outdoor civic space for events; and
 - New town centre residential accommodation.
- Areas of the Town Centre should be a focus for activity both during the day time and in the evening.
- Issues of licensing, management and policing should be considered holistically by a partnership of the Council, the traders, the Police and the community to ensure that the Town Centre is welcoming to all.

3 Improved local employment opportunities:

- Existing businesses should be encouraged to remain and develop in the Town Centre, where appropriate with other objectives.
- Opportunities should be sought for encouraging businesses to relocate to Stanley Town Centre.
- Opportunities should be sought to encourage new businesses to set up in Stanley Town Centre.

4 A high quality, well designed, safe and integrated centre:

- Clear and attractive gateways should mark the entrance into the Town Centre, welcoming and encouraging visitors to the Town Centre.
- The priority given to all pedestrians should be clear. Priority should be given to pedestrians in the core area of the Town Centre.
- Views of the Town Centre from the bypass should be enhanced to identify and encourage people using the bypass to visit the Town Centre.
- The Town's public realm, buildings and environment should be of the highest quality and inspire a strong sense of pride and admiration amongst residents, workers and visitors alike.
- The Town Centre should be well managed, cleaned and maintained.

5 A centre accessible by a choice of transport modes

- Access should be provided into the Town Centre by a range of transport choices, including bus, walking, cycling and private vehicles.
- Adequate car parking should be provided with easy, safe and attractive links into the Town Centre.
- Bus facilities should be attractive and comfortable for users.
- Bus services should be quick, frequent and direct.
- Cyclists should be encouraged to use the Town Centre through the provision of appropriate cycle parking facilities. Cyclists should also be encouraged into the centre through the provision of cycle routes and signage, including from the C2C.

6 A locally distinctive Town Centre where environmental and heritage assets are maximized:

- Open civic space should be provided in the core of the Town Centre and be usable for community and civic events.
- High quality and locally important buildings and structures should be protected, enhanced and, where possible, their setting should be enhanced; e.g. Imperial Hotel
- Functional links and views of the surrounding countryside should be maximised.
- New development should respect the scale and character of traditional buildings within the town, but should allow opportunities for contemporary design and innovation.
- Through the creation of a high quality public realm and built form, a unique sense of place should be created in the Town.
- Events should be encouraged, enabled and promoted in the Town Centre to attract a greater range of users and instil local pride in the Town Centre.
- Environmental good practice, in design, layout and construction should be encouraged.

VO2. Do you think the draft objectives are appropriate objectives for the Stanley Town Centre Area Action Plan?

- a** The draft objectives will deliver the Vision for Stanley Town Centre effectively.
- b** The draft objectives need to be changed through the addition or deletion of objectives.
- c** The draft objectives are completely unsuitable.

Other Issues and Themes

Shopping

The existing shopping area in the Town Centre covers a large area, stretching from the Asda store in the south up to Elite Buildings and Station Road in the north, encompassing much of the area within the A693 bypass across to the western edge of the Town and the housing and industry in the vicinity of Beamish Street. Evidence on the retail performance of Stanley town centre has been gathered from data in the RPS and KPMG studies. A large amount of data was also included in the retail assessments accompanying two major retail planning applications in Consett. However, as this data is either now out of date or collated for another purpose, an up to date retail assessment is required in order to assess the current performance of retailing in Stanley and future requirements and capacity. In order to maximise value for money this will be undertaken as part of a District wide study, which will be commissioned early in 2008. This will also complement any data gathered for the submission of the Modus proposal.

SH1. What do you think about the size of the shopping area in Stanley Town Centre?

- a** It's too small and should be expanded.
- b** It's about the right.
- c** It's too large and should be concentrated towards the southern end of Front Street and Clifford Road.

SH2. Which one thing would most improve the shopping experience in Stanley Town Centre?

- a** More shops.
- b** Better quality shops.
- c** Improvements to the environment such as new paving or planting.
- d** More car parking.
- e** Better roads linking to the Town Centre.
- f** Better cyclepaths and footpaths linking to the Town Centre.

SH3. Are there any factors that discourage you from visiting Stanley Town Centre at night?

SH4. Which area(s) of the Town Centre should be the next focus for retail improvement and regeneration after the Asda scheme?

Leisure and Recreation

Stanley has a good variety of leisure and community facilities that are all in the heart of the Town Centre. The Louisa Centre has recently been refurbished with a new swimming pool and fitness suite and the Lamplight Arts centre offers a variety of uses including conference facilities, stage and cinema. The indoor bowls centre above Asda attracts many users and hosts regular bowls competitions.

Community Facilities

All secondary schools in Stanley currently have surplus spaces and as a result the schools at Greencroft, Tanfield Lea and South Stanley have been identified in the Building Schools for the Future programme for a possible merger on a new site.

Plans have been submitted for a new health centre in the Town Centre that would offer improved health services. The health centre will be located on the existing car park at the rear of Thornleyholme Terrace and is due to be completed by 2009.

Stanley Library is located to the east of the A693 and is therefore somewhat isolated from the Town Centre and the bus station. The County Council has indicated their preference for a more central location to increase its accessibility but this depends on securing a suitable site.

As a result of Government funding community partnerships were established right across Derwentside, including Stanley, and these are still thriving. The community partnerships apply for funding and work with other agencies e.g. Big Lottery to improve the quality of life for local people.

Housing

The Town Centre has a small but significant residential population with approximately 255 homes. The residential areas are primarily located towards the north of Front Street, and comprises predominantly Victorian and early twentieth century terrace housing.

SH5. Do you think Stanley Town Centre would benefit by having more people living within it?

- a** Yes.
- b** No.

SH6. Do you think Stanley Town Centre would a suitable location for affordable housing?

- a** Yes.
- b** No.

Environment

Stanley is situated in an attractive setting and the high location of the Town Centre offers attractive views over the surrounding countryside. There are a number of Local Nature Reserves surrounding Stanley including Chapmans Well; Tanfield Lea Marsh; Harperley Woods; Stanley Burn and South Stanley Woods and Kyo Bogs. Some of these wildlife habitats are designated as Sites of Special Scientific Interest (SSSI) and have national importance. These sites contribute to the rural quality in the area offering aesthetic and health benefits to the whole community.

The Town Centre does have a number of attractive buildings e.g. Elite Buildings and five other listed buildings, but some of the buildings are beginning to look tired and poorly maintained. This contributes to the overall decline in the appearance of the Town Centre a lack of design quality does not encourage future visitors. Due to Stanley's location and the surrounding topography the Town Centre is susceptible to the elements and particularly Front Street that suffers from particularly strong winds.

The A693 bypasses the Town Centre and there is little signage or advertising welcoming visitors to Stanley. For those visiting the Town Centre by car the main car

parks are situated behind the shops so the first impression is of unattractive back entrances and bin storage areas. The new bus station has provided a safe and attractive environment with easy access onto Front Street but there is an overall lack of signage and guidance around the Town Centre.

SH7. Do you think Stanley should have a Local Listing of important local buildings?

- a** Yes.
- b** No.

SH8. Do you think there should be more signage in and around Stanley Town Centre?

- a** Yes.
- b** No.

SH9. Do you think there should be clear Gateway markers raising the awareness of Stanley?

- a** Yes on all entrances to the Town Centre including pedestrian and cycle paths
- b** Yes, but only on the major road junctions
- c** Yes but only on the central roundabout by the bus station
- d** No.

Transport and Communications

Since the pedestrianisation of Front Street and the building of the Stanley bypass (A693) in the 1970's the traffic levels in the Town Centre has reduced despite higher levels of car ownership. It has been suggested that trade in the Town Centre has suffered as a result of the pedestrianisation and that the reintroduction of traffic would increase trade.

SH10. Do you think the traffic should be reintroduced onto Front Street?

- a** No.
- b** To the northern part of the street.
- c** To all of the street.
- d** Yes but only to buses.

The RPS report does, however, identify traffic problems at the southern end of Front Street near Asda. It also highlights the excessive size of the A693 roundabout that serves Stanley Bus Station and suggests there may be some potential for it to be reduced in size. The A693 also acts as a barrier to pedestrian movement from the residential area to the east of the town centre and although there are two underpasses these are unattractive.

A693 South Moor Traffic Lights are extremely busy at peak periods. Recent outline planning permission was granted for housing at Oxhill Farm, which included carriageway widening works on northern side of A693 junction. This will permit an additional lane through the important east-west A693 link but this will remain a busy junction.

The new Bus Station provides a modern bus interchange with regular bus services to the surrounding area and beyond. There are approximately 22 bus services that provide local services to the surrounding communities but also allowing access to the main centres of Newcastle, Gateshead, Durham, Chester-le-Street, Consett, Metro Centre and Sunderland. The extensive transport facilities provided by Newcastle and Durham are both only 10 miles from Stanley Town Centre and the A1(M) is only 5 miles to the east. The closest railway station on the East Coast mainline is located in Chester-le-Street to and is also only 5 miles away.

The Local Transport Plan identifies Stanley as a Town Centre requiring physical revitalisation and improvements to walking and cycling provision, which was one of the primary recommendations of the RPS and KPMG studies. Although the Town Centre is linked directly to the national cycle network with the C2C being less than mile to the north west this area could be accessed by more people.

A car parking study undertaken in 2007 identified 1,055 spaces and this figure will be reduced by 122 spaces as a result of the health centre development. The 2003 car parking study found there was a surplus of 160 spaces but there may be a need for further car parking to be provided elsewhere in the Town Centre.

SH11. Is the amount of car parking provision in the Town Centre?

- a** Too little.
- b** About right.
- c** Too much

Spatial Strategy Options

There are a number of alternatives, options and variations on how Stanley Town Centre may be developed and regenerated in the future. This section of the report describes three strategic options for the future development of the Town Centre. A description of the key components and a spatial illustration are provided for each of the options. These options are the subject of public consultation in the Issues and Options document and will also be subject to sustainability appraisal before the Preferred Options are published.

It should be noted that a Retail Needs Assessment has been commissioned for the whole of Derwentside, which will also look at the retail needs of Stanley Town Centre. The findings of this Study will have a significant affect on the future proposals for the Town.

SS1. Which of the following is the most appropriate approach for the future development of Stanley?

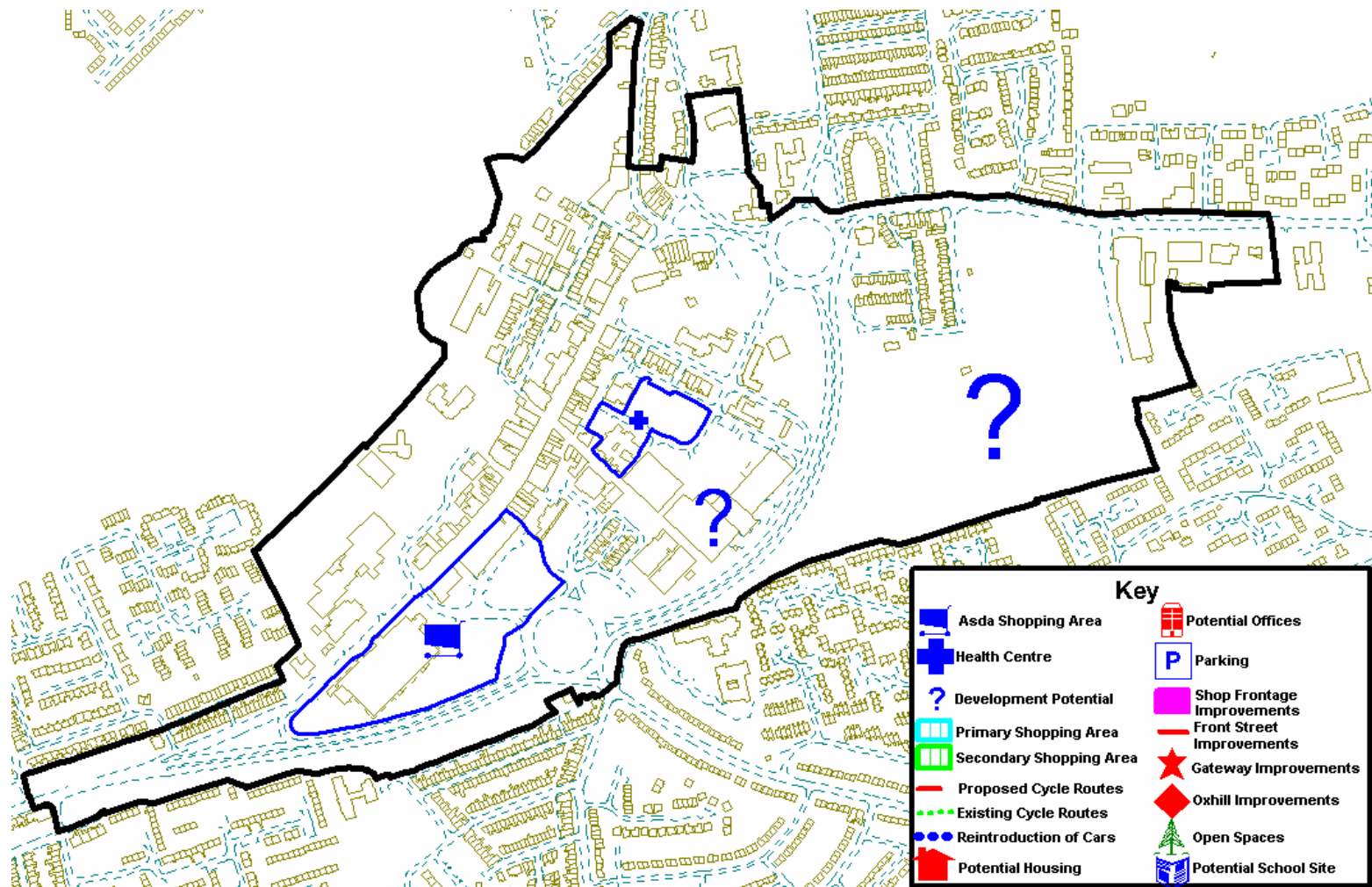
- a** Option 1 - Minimal intervention/Piecemeal Development
- b** Option 2 - Consolidate retail area
- c** Option 3 - Improvements to whole centre

Option 1 - Minimal Intervention/Piecemeal Development

There is currently no clear strategy for the future development of the Town Centre and this option would mean that the Council would react to new developments as they come forward.

- With the development agreement now signed with Modus it is likely that the new Asda store and retail development on Front Street will progress.
- The new Health Centre on Clifford Road now has planning permission and will likely be built in the short term.
- The redevelopment of Clifford Road Retail Park is reliant solely on private investment.
- The shortage of car parking, particularly following development of the Health Centre, may impact on the vitality and viability of the Town Centre. The Council will seek to identify suitable locations for new car parking on Council owned land.
- The commercial centre of Stanley will remain largely as existing, subject to the proposals of developers and shop owners.
- Improvements to the road, cycle and footpath network is entirely reliant on what can be secured from any new developments.
- The Council will seek to secure the highest quality development when and if the decision is made to locate the new secondary school for Stanley on Kings Head.

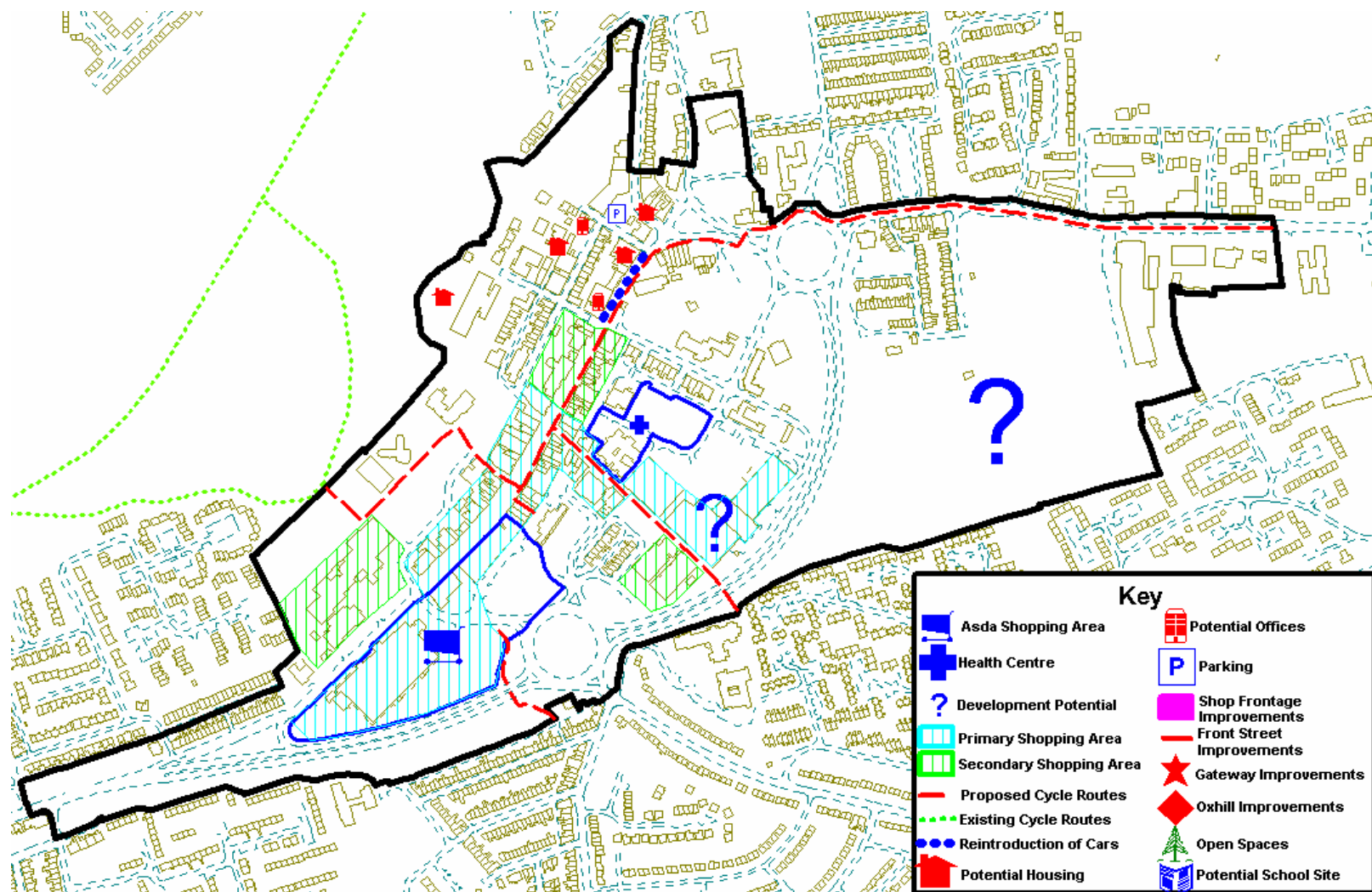
Option 1 Map



NB: This map is only indicative at this stage and open to changes through the consultation process

Option 2- Consolidate retail area

- This option would seek to concentrate retail and leisure development at the southern end of Front Street. Vacant retail premises at the north end of Front Street would be encouraged to convert to non-retail uses such as offices or housing.
- Introducing vehicular access to the bottom as far as the junction with Anthony Street. This would reintroduce street activity and create better access to services. A number of parking bays could also be incorporated into the design of the scheme.
- Increased car parking at the northern end of Front Street in conjunction with new office or residential development.
- Encouraging unused space above shops to be used for residential accommodation.
- Any new housing development would need to provide an element of affordable housing to address the needs of local residents.
- The identification of a primary shopping area covering the area from the Asda store down Front Street to the Clifford Road retail park. Within this area the loss of shops to other uses would be resisted.
- A secondary shopping area will also be identified, which would include much of the rest of Front Street where a more diverse range of uses, including leisure and office premises, would be expected.
- Encouragement of improved leisure and office provision to create a more diverse Town Centre.
- Seek to improve pedestrian and cycle links to, and through, the Town Centre by providing the necessary links but also improving signage, visibility and safety.
- Environmental improvements will aim to increase the attractiveness of the Town Centre to investors, residents and visitors.



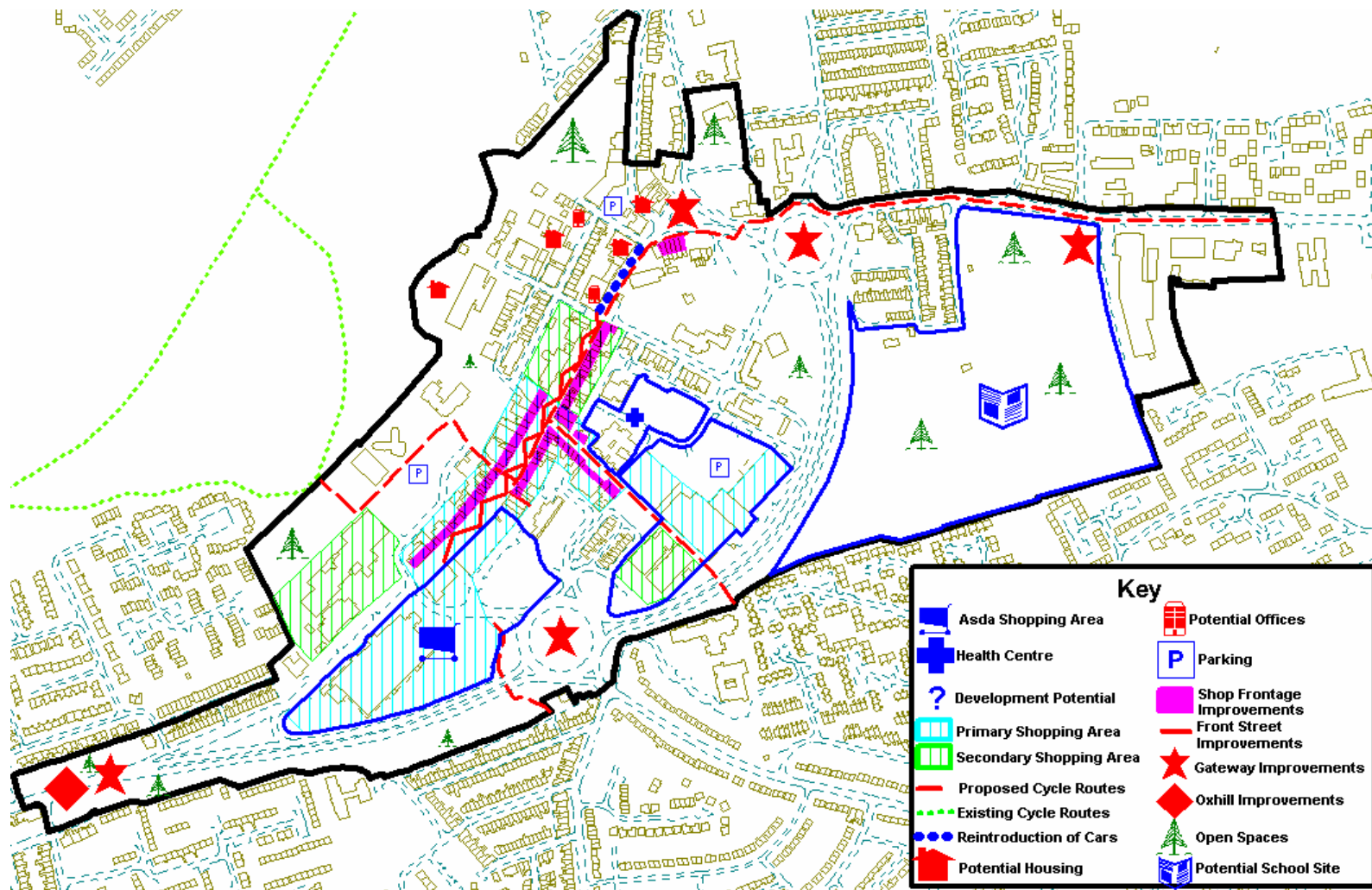
NB: This map is only indicative at this stage and open to changes through the consultation process

Option 3 - Improvements to whole centre

This option would consider the wider Town Centre and build upon the suggestions in Option 2. It would, however, require significant additional resources to implement many of the suggestions.

- Encourage improvements to shop frontages possibly through the introduction of a grant scheme.
- Work with landowners to promote the redevelopment of Clifford Road retail park and seek to obtain funds to acquire units within the retail park if this is required. The exact nature of the redevelopment is difficult to identify ahead of the findings of the District wide Retail Needs Assessment but could potentially include a factory outlet type development or bulky goods warehouses. Improvements in the wider area would also be undertaken to increase the attractiveness of the area.
- Stanley has five listed buildings, all Grade II listed, but it is considered that there may be other buildings within Stanley that merit a local listing to recognise their contribution to the built environment and protect them from unsympathetic development.
- Identify the site at Kings Head as suitable for education use and ensure through the preparation of a detailed Development Brief that any development on the site is sustainable requiring the highest quality design that retains a significant proportion of open space and improving pedestrian and cycle links to the Town Centre. Any recreational and community space should also be of a very high standard to benefit schoolchildren and the wider community.
- If evidence continues to indicate a critical shortage of affordable housing in the Stanley area then it may be necessary to identify some sites entirely for affordable housing such as social rented or shared equity/ownership schemes.
- Improve the appearance of gateway sites into Stanley Town Centre possibly using public art. This includes sites on the road and cycle/footpath networks including the subways under the A693 and how the open space on either side of the A693 at the Oxhill junction could be improved.
- Develop a design code for the Town Centre, which would provide guidance on the design of new developments to ensure high standards and help create a sense of identity.
- Seek to improve the night time economy by encouraging high quality leisure and cultural facilities. Also increase levels of lighting and street activity to create a greater sense of safety encouraging a more diverse range of people visiting the Town Centre in the evening.
- Ensure that the car parks in the Town Centre are attractive and have clear signage to direct people to the facilities they want once they have arrived. This is especially important in Scott Street car park as this the largest in the Town Centre

- The current level of car parking in the Town Centre is approaching its capacity and with the loss of public parking spaces with the new health centre and the forthcoming Modus proposal, there will be a requirement to ensure the amount of car parking available in the Town Centre is sufficient to meet the needs of visitors and does not impact on its vitality and viability.
- Improve the quality and accessibility of open spaces within and adjoining the Town Centre including the woodland and open space adjacent to the Anthony Street development site and at the rear of the Louisa Centre.
- Improvements to the junction at the traffic lights at Oxhill to reduce congestion particularly at peak times and requires redevelopment.
- Reduce the scale and openness of Front Street to create a more attractive street environment and reduce the 'wind tunnel' effect that can sometimes affect the area. Any scheme must incorporate improved market facilities.



NB: This map is only indicative at this stage and open to changes through the consultation process

Monitoring and Implementation Framework

Shopping

Any retail needs assessment will need to include a framework to allow the Council to update the study annually as part of the Local Development Framework Annual Monitoring Report (AMR). This will replace the current system of recording the number of and types of shop units in each centre and vacancy rates.

Housing Capacity and Affordability

Derwentside Council, in partnership with the other 7 authorities in the County Durham sub-region, have commissioned a Housing Market Assessment to look at the housing needs and aspirations of existing and future residents, including issues of affordability. The authorities will also be undertaking a Strategic Housing Land Availability Assessment early in 2008, which will identify sites that may be suitable for housing. Both of these studies, once completed, will form part of the evidence base for the Stanley Town Centre Area Action Plan residential needs. Both of these documents will be updated annually to ensure that they are kept up to date and relevant.

Offices and employment land requirements

Derwentside Council, in partnership with Chester-le-Street and Sedgefield Councils, has commissioned consultants to undertake an employment land assessment that will be completed in the middle of 2008. Its conclusions will be used to assess the need and potential for office development in the Town Centre and the requirement for additional employment land in and around Stanley. Part of the brief for the consultants was to put a framework in place to allow the Council to update the study annually as part of the AMR.

Draft Open Space Strategy

The Derwentside Open Space Strategy is expected to be completed in 2008. The current draft identifies 9 recognised open spaces within the Town Centre boundary. It is considered that improvements could be made to the accessibility and quality of the open space in the Town Centre.

Public and Private Sector Funding

A development agreement has been signed with the Retail Developers Modus that will secure a massive investment to the Town Centre to redevelop the Asda area in the Town Centre. This redevelopment shows confidence of the private sector in Stanley Town Centre and future regeneration. Further plans and consultation of the Modus proposals will be expected in 2009.

£10.2million of Local Employment Growth Initiative Funding (LEGI) funding was secured in partnership with Easington, Sedgefield and Wear Valley to raise levels of entrepreneurship and stimulate business activity amongst the most deprived areas of the Districts, including those in and around Stanley Town Centre. Further LEGI funding is being sought to extend the programme and build upon the foundations already put in place.

Significant investment is also being made in Tanfield through the creation of a £7 million business centre. This is part of the Council's on-going district-wide approach to

increasing the amount of modern business floorspace available for SMEs in the District. The new centre will stimulate further entrepreneurial activity and raise the aspirations of the local community by delivering the facilities needed to succeed in business.

The Local Transport Plan (2006-2011) is seeking to invest in cycle and pedestrian access throughout the County. In 2007/08 funding has been allocated to create a new cycle link from the new housing development at Murray Park to Front Street and it is hoped that further funding can be achieved.

The Council has recognised the need to improve the car parks in the Town Centre and have approved £281,500 as part of the 'Placemaker' initiative for Stanley Central, Scott Street and Louisa Terrace car parks.

The Annfield Plain and New Kyo area have over the last year benefited from a Community Economic Development Initiative (CEDI) funded by the Single Programme through the County Durham Economic Partnership. CEDI is aiming to improve the economic well being of the area and although it seems likely that funding from this source will not be forthcoming for the coming year efforts are being made to secure funding from alternative sources which will enable the various elements of the project to continue.

The new Working Neighbourhoods Fund has replaced the Neighbourhood Renewal Fund. It will focus on the most deprived areas and is aimed at supporting efforts to tackle worklessness and other elements of deprivation. Approximately £2 million is available in 2008/09.

Stanley has already benefited from Single Programme funding for the new bus station and further funding may be available in future given that the County Durham Economic Strategy places a new emphasis on Town Centres.

The Urban and Renewal Renaissance Initiative (URRI) is a Durham County Council initiative to regenerate the County's towns and villages and seeks to use County Council funding to lever in match funding from other organisations. Stanley is identified in the URRI programme from 2009-2001 for town centre regeneration.

The Coalfields Regeneration Trust has recently announced that its new three year funding programme will begin in March 2008. The new funding priorities include education, skills and employability, health and well being and social enterprise. Given that Stanley is a priority area for this funding it is hoped that the local community will benefit from future initiatives supported by the Trust

Next Steps

What to do now

Please complete the response form inside the Stanley Town Centre AAP Issues and Options document and return it to:

Development Plans Team, Civic Centre, Medomsley Road, Consett, Co Durham,
FREEPOST NEA3943, DH8 5JA

Alternatively the Stanley Town Centre AAP Issues and Options document is available on the Council's website:

www.derwentside.gov.uk/ldf

You can fill in a form online or email us your comments to:

ldfconsultation@derwentside.gov.uk

Responses should be received by **Friday 11th April 2008**.

If you would like to discuss any aspects of the Stanley Town Centre AAP or the Derwentside LDF in more detail, please contact the Development Plans Team: Tel: 01207 218276 Email: developmentplans@derwentside.gov.uk

Related Documents

[EU Habitats Directive](#) 1992
[Planning Policy Guidance Note 1: Delivering Sustainable Development](#) (PPG1) 2005
[Planning Policy Guidance Note 2: Green Belts](#) (PPG2) 2002
[Planning Policy Statement 3: Housing](#) (PPS3) 2006
[Planning Policy Guidance Note 4: Industrial, commercial development and small firms](#) (PPG4) 1992
[Planning Policy Statement 6: Planning for Town Centres](#) (PPS6) 2005
[Planning Policy Statement 7: Sustainable Development in Rural Areas](#) (PPS7) 2004
[Planning Policy Statement 9: Biodiversity and Geological Conservation](#) (PPS9) 2005
[Planning Policy Guidance Note 15: Planning and the Historic Environment](#) (PPG15) 1994
[Planning Policy Guidance Note 17: Open Space, Sport and Recreation](#) (PPG17) 2002
[Planning Policy Statement 22: Renewable Energy](#) (PPS22) 2004
[Planning Policy Statement 25: Development and Flood Risk](#) (PPS25) 2006
[Energy White Paper](#)
[Circular 01/06 Planning for Gypsy and Traveller Caravan Sites](#) 2006
[Circular 06/98 Planning and Affordable Housing](#) 1998
[Circular 06/05: Biodiversity and Geological Conservation](#) 2006
[Countryside and Rights of Way Act](#) 2000
[The Stern Review](#) 2006
[Building a Greener Future - Consultation Document](#) 2006
[Code for Sustainable Homes](#) 2006
[Water Efficiency in New Buildings](#) 2006
[Building for Life](#)
[North East Regional Spatial Strategy Submission Draft](#) 2005
[North East regional Spatial Strategy Examination in Public Panel Report](#) 2006
[North East Regional Economic Strategy](#) 2006
[North East Regional Housing Strategy](#) 2007
[Strategic Vision For County Durham](#) 2004
County Durham Housing Strategy 2007
[draft County Durham Sub-Regional Economic Strategy](#) 2007
[County Durham Local Area Agreement](#)
[County Durham Structure Plan](#) (Saved Policies) 2007
[County Durham Landscape Character Assessment and Strategy](#)
[Derwentside Community Strategy Review](#) 2006
Derwentside Housing Strategy 2005
[Derwentside Homelessness Strategy](#) 2003/06
Derwentside Draft Empty Properties Strategy 2006
[Derwentside Housing Needs Survey](#) 2006
[Derwentside LDF Annual Monitoring Report](#) 2004/05
Stanley Area Development Framework 2007
Stanley - 'Focus for the Future' KPMG (1996)
'Stanley Core Retail Area Study' RPS (2004)

Glossary

Accessibility: The ability of everybody to conveniently go where they want.

Affordable Housing: Affordable housing includes social rented and intermediate housing (such as shared ownership), provided to specified eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Annual Monitoring Report (AMR): part of the Local Development Framework, the annual monitoring report will assess the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully carried out.

Area Action Plan: used to provide a planning framework for areas of change and areas of conservation. Area Action Plans will have the status of Development Plan Documents.

Area Development Framework: The ADF sets out a vision and identifies what is needed to ensure there is a long term, sustainable future for former coalfields around the Stanley area.

Bio-diversity: The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

Bio-diversity Action Plan (BAP): A strategy prepared for a local area aimed at conserving biological diversity.

BREEAM: Environmental Assessment Method used to assess the environmental performance of both new and existing buildings. It is regarded by the UK's construction and property sectors as the measure of best practice in environmental design and management

Building for Life: The Building for Life criteria are used to assess design quality in new housing and the Building for Life standard can improve housing and neighbourhood design.

CABE: Commission for Architecture and the Built Environment. A public body acting as a champion of good design.

Climate Change: Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption.

Code for Sustainable Homes: A standard for key elements of design and construction that affect the sustainability, energy use and carbon emissions of a new home. It will become the single national standard for sustainable homes, used by home designers and builders as a guide to development, and by home-buyers to assist in their choice of home.

Conservation Area: Areas of special architectural or historic interest, the character, appearance or setting of which it is desirable to preserve or enhance.

Community Strategy: Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental, and economic well being of their areas. Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary, and community sectors. Responsibility for producing Community Strategies may be passed to Local Strategic Partnerships, which include local authority representatives.

Core Strategy: Sets out the long-term spatial vision for the local planning authority area, the spatial objectives, and strategic policies to deliver that vision and those objectives. The Core Strategy will have the status of a Development Plan Document.

Corporate Consultation Policy: Adopted Council policy that sets out the Council's corporate approach to community engagement and involvement in all services the Council provides.

Corporate Plan: Sets out the Council's vision, aims, values, priorities, and proposals to achieve the Community Strategy.

Density: In the case of residential development, a measurement of either the number of habitable rooms per hectare or the number of dwellings per hectare.

Development Plan: As set out in Section 38(6) of the Act, an authority's development plan consists of the relevant Regional Spatial Strategy and the Development Plan Documents contained within its Local Development Framework.

Development Plan Documents (DPD): Spatial planning documents that are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific Allocations of land (e.g. Major Allocations), and Area Action Plans (where needed). Other Development Plan Documents, including generic Development Control Policies, can be produced. They will all be shown geographically on an adopted proposals map. Individual Development Plan Documents or parts of a document can be reviewed independently from other Development Plan Documents.

Green Belt: A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. Its purposes are to:

- check the sprawl of built up areas to prevent neighbouring towns from merging
- safeguard the countryside from encroachment

- preserve the setting and special character of historic towns
- assist urban regeneration by encouraging the recycling of derelict and urban land

Greenfield Land /Site: Land (or a defined site) which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

Green infrastructure: The planned and managed network of parks, wetlands, woodlands, waterways, wildlife habitat, nature reserves, greenways, parks and other green spaces that supports native species, maintains ecological processes, sustains air and water resources, and contributes to health and quality of life.

Hectare: Unit of measurement equivalent to 10 000 square metres, approximately the size of a full-size football pitch.

Landscape Character: The distinct and recognisable pattern of elements that occur consistently in a particular type of landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement.

Listed Building: A building of special architectural or historic interest. Graded I (highest quality), II* or II.

Local Development Document (LDD): The collective term in the Act for Development Plan Documents, Supplementary Planning Documents, and the Statement of Community Involvement.

Local Development Framework (LDF): The name for the portfolio of Local Development Documents. It consists of Development Plan Documents, Supplementary Planning Documents, a Statement of Community Involvement, the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area.

Local Development Scheme (LDS): Sets out the programme for preparing Local Development Documents.

Local Strategic Partnership (LSP): Non-statutory, multi agency bodies which bring together the public, private, community, and voluntary sectors. The District Partnership, the LSP for Derwentside, brings together decision makers, communities, and organisations to improve the quality of life of all citizens, but particularly those that face disadvantage.

Low Carbon Technologies: Low carbon or clean energy technologies include energy production from solar, wind, hydro, biomass, ocean thermal, tidal and wave, fuel cells, and related energy storage and conversion technologies, in addition to energy efficiency applications and green building design.

Material Consideration: A matter that should be taken into account in deciding on a planning application or on an appeal against a planning decision.

Mixed Use development: Provision of a mix of complementary uses, such as say residential, community and leisure uses, on a site or within a particular area.

Open Space: All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.

Planning Policy Statement (PPS): Issued by central Government to replace the existing Planning Policy Guidance notes, in order to provide greater clarity and to remove from national policy advice on practical implementation, which is better expressed as guidance rather than policy. Previously known as Planning Policy Guidance Notes (PPGs).

Previously Developed Land (often referred to as Brownfield Land): Previously developed land is that which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. For a more detailed definition please refer to PPS3 Annex B.

Proposals Map: The adopted proposals map illustrates on a base map (reproduced from, or based upon a map base to a registered scale) all the policies contained in Development Plan Documents. It must be revised as each new Development Plan Document is adopted, and it should always reflect the up-to-date planning strategy for the area.

Regeneration: The economic, social and environmental renewal and improvement of rural and urban areas.

Regional Economic Strategy (RES): Provides a regional framework for economic development, skills and regeneration and for the delivery of national and European programmes. Forms the basis of the Regional Development Agencies detailed action plans.

Regional Spatial Strategy (RSS): Sets out the region's policies in relation to the development and use of land, and forms part of the development plan for local planning authorities.

Renewable Energy: Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.

RSS Panel: A Government appointed Panel who make recommendations on the submission draft version of the RSS.

Sequential Test/Risk: A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

Site Specific Allocations: Allocations of sites for specific or mixed uses or development to be contained in Development Plan Documents. Policies will identify any specific requirements for individual proposals.

Site of Special Scientific Interest: A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

Social-inclusion: Positive action taken to include all sectors of society in planning and other decision-making.

Special Area of Conservation: A site designated under the European Community Habitats Directive, to protect internationally important natural habitats and species.

Special Protection Areas: Sites classified under the European Community Directive on Wild Birds to protect internationally important bird species.

Statutory: Required by law (statute), usually through an Act of Parliament.

Stern Review: Report published in October 2006. Commissioned by the Government to investigate the economic effect of climate change.

Statement of Community Involvement (SCI): Sets out the standards, which authorities will achieve when they involve local communities in the preparation of local development documents and development control decisions. The SCI is not a Development Plan Document but is subject to independent examination.

Strategic Environmental Assessment (SEA): A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Street scene: The street scene covers issues around cleanliness, the quality of the local environment and safety. It is central to liveability, which is about creating pleasant places for people to live, work and visit.

Structure Plan: An old-style development plan, which sets out strategic planning policies and forms the basis for detailed policies in local plans. These plans will continue to operate for a time after the commencement of the new development plan system, due to transitional provisions under planning reform.

Sub-region: A part of a region e.g. County Durham is a sub-region of the North East.

Supplementary Plan Documents (SPD): Provide supplementary information about the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability Appraisal (SA): Tool for appraising policies to ensure that they reflect sustainable development objectives (that is social, environmental, and economic factors). Councils must carry out SAs for all Local Development Documents.

Sustainable Development: A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Government has set out four aims for sustainable development in its strategy "A Better Quality of Life, a Strategy for Sustainable Development in the UK". The four aims, to be achieved at the same time, are: social progress which recognises the needs of everyone; effective protection of the environment; the prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment.

Vitality and Viability: The term relates to the economic health of town centres. PPG6 'Town Centres and Retail Developments' states that the vitality and viability of town centres depends on four factors including retaining and developing a wide range of attractions and amenities, creating and maintaining an attractive environment, ensuring good accessibility to and within the centre and attracting continuing investment in development or refurbishment of existing buildings.

TITLE:	VEHICLE RENEWAL: GENERAL SERVICES 2008 / 2009
TO/ON:	EXECUTIVE
PORTFOLIO:	ENVIRONMENT / HEALTH
BY:	DIRECTOR OF ENVIRONMENTAL SERVICES
STATUS:	REPORT

STRATEGIC FACTOR CHECKLIST

The Council's Corporate Management Team has confirmed that the Strategic Factor Checklist has been applied to the development of this report and there are no key issues over and above those set out in the body of the report that need to be brought to Members' attention.

1.0 SUBJECT MATTER AND PURPOSE

- 1.1 The purpose of this report is to advise Members of the operational requirements for the replacement of vehicles within the General Services Division for the financial year 2008 / 2009, and recommend the necessary replacement of vehicles in order to meet operational requirements as well as to fulfil our statutory duties.

2.0 BACKGROUND

- 2.1 The Council's fleet includes 12 vehicles detailed in the Appendix which are subject to operating lease agreements, and which are approaching their termination date. At the end of the lease period the vehicles are returned to the lease company who then dispose of them.
- 2.2 In addition, the Grounds Maintenance Service have identified the need for one additional vehicle as they currently have a vehicle which has been on hire for over 3 years.
- 2.3 The Refuse Collection Service has also identified the need to replace the vehicles used for the separate collection of glass which were purchased in 2002.
- 2.4 This report identifies the options available and recommends that these vehicles are acquired through the most favourable financial options determined by the Finance Directorate. These would be for varying time periods, dependant on the vehicle type, the use to which the vehicle is put and the expiry of existing operating leases.

3.0 MATERIALS CONSIDERATIONS/AVAILABLE OPTIONS

- 3.1 Highway Maintenance requires the replacement of 2 Winter Maintenance Gritters for next season (October 2008). These vehicles at present are subject to an operating lease due to expire December 2008 but replacements would need to be

ordered no later than March 2008 because of the manufacturer's 'lead in' time. The annual leasing costs are met through the recharge to Durham County Council. The option of a 7 year lease is recommended for these vehicles as effectively they only operate for 26 weeks per annum which permits a longer life span for this type of vehicle.

- 3.2 Refuse Collection requires a replacement for the farm round vehicle which is subject to an operating lease due to expire February 2009. As with the Highways vehicles, because of the specialist nature of this vehicle, it is necessary to place the order no later than March 2008 to ensure manufacture and delivery on time.
- 3.3 The Grounds Maintenance and Street Scene service currently have 8 crew cab tipper vehicles which are also subject to an operating lease and due to expire September 2008, which will need to be replaced. It has also been identified within the Grounds Maintenance section that an extra vehicle is required as one has been on permanent hire for 3 years. Replacing this vehicle with an additional fleet vehicle would give a financial saving to the section.
- 3.4 The Grounds Maintenance section also has a Grave Digging machine subject to an operating lease due to expire in January 2010. Due to serious mechanical problems this machine has become very unreliable and uneconomical to maintain. The option to terminate this operating lease early and replace the machine with a new and more reliable machine should be considered. The costs associated with this early termination could be met by the sale of other obsolete equipment within the Grounds Maintenance section.
- 3.5 With the introduction of the Alternative Weekly Collection in the Refuse and Recycling section Members have previously been advised that glass could not be mixed with other recyclables and would have to be collected separately. The vehicles used to collect the glass were purchased as part of the Green Box scheme introduced in 2002 and funded by Defra. Five vehicles were originally used to collect all recyclables but since the introduction of the Alternative Weekly Collection service this has been reduced to 3 vehicles to collect glass only.
- 3.6 The current vehicles are now becoming expensive to maintain and unreliable, due to the heavy loads they carry and the age of the vehicles. New vehicles would have greater capacity to carry the heavy loads, which would reduce the number of trips to the Transfer Station making the service more efficient and environmentally friendly. The specification for the new vehicles includes a lower body to assist the operatives loading heavy material and reduce the risk of injury.
- 3.7 An evaluation has been carried out in order to determine that these vehicles are all necessary, and after considering transport provision in other areas, in an effort to reduce the financial impact of transport costs.
- 3.8 Throughout the current lease period, trials have been carried out with various other vehicles to compare with our fleet. After consulting with the Operatives, Managers and the Transport section with regard to maintenance issues, the preferred option is to continue to operate the same make of vehicle, which has proved to be very reliable and fit for purpose.

4.0 RELEVANT CONSIDERATIONS

- 4.1 Health and Safety: The Winter Maintenance fleet currently have 4 four wheel drive vehicles. In view of the conditions and terrain in which they operate it is felt necessary to specify the four wheel option for the new vehicles. The new glass collection vehicles are specified with lower bodies to assist the operatives and comply with manual handling legislation.
- 4.2 Environmental Impact: The Winter Maintenance gritting vehicles represent the most expensive and complicated part of the Council's fleet per unit and as such the improvements and re-design of these vehicles are constantly under review via the manufacturers. These improvements come online through the continuous process when the current vehicles are required. Emissions from these vehicles are now subject to a filtering system which dramatically reduces the particulates contained in the exhaust fumes engines, which are now Euro 5 standard, using ultra low sulphur diesel or bio diesel.
- 4.3 The Winter Maintenance vehicles would have the new computerised management systems for delivery salt, providing an efficient method of recording activities and controlling salt usage preventing wastage and over salting with its environmental consequences.
- 4.4 Consultations: The process of selection of suitable vehicles has involved extensive consultation with officers within other authorities and also in discussions with our customers with regard to Service Delivery. This process has resulted in the recommendations for the vehicles as described as being the most suitable for their purpose taking into account the specific local conditions prevailing within Derwentside.

5.0 OPTIONS

- 5.1 As explained in the body of this report the type and manufacture of these vehicles has been subject to an ongoing analysis of effectiveness, and the most appropriate vehicles have been selected bearing in mind the topography of the District and access limitations (i.e. vehicle size) and cost per unit. The options for these vehicles are primarily related to the way in which they are acquired as the size of the fleet has largely been determined previously.
- 5.2 The Financial options are:
 - 5.2.1 Operating Lease - This has been the Authority's main procurement method for vehicles, plant and equipment in recent years. The goods are procured by ourselves, and tenders are invited for the drawdown of leasing facilities over the most appropriate lease period. Annual lease rentals are generally met from within the service division's current revenue budgets.

Operating leases are not classed as Capital Expenditure, and are not shown in the Balance Sheet.

In order to qualify as an operating lease, the balance of risk must remain with the lessor. Ownership of the asset never passes to the Authority. The goods are returned to the lessor at the end of the lease, and the residual risk on disposal remains with the lessor.

- 5.2.2 Finance lease - These are all leases that do not qualify as Operating Leases. They are classed as Long Term Borrowing and must be shown as a liability on the Authority's Balance Sheet
- 5.2.3 Contract Hire - This is effectively a long-term hire agreement.
- 5.2.4 Capital Programme - Funded from either Capital Receipts or Prudential Borrowing. For option appraisal purposes the costs are the interest charges on the amount borrowed or, in the case of Capital Receipts, the potential investment income foregone. The residual risk and costs of disposal would be borne by the Authority.

6.0 RECOMMENDATIONS

- 6.1 That Members approve the acquisition of these vehicles.
- 6.2 The funding of these vehicles to be the subject to an options appraisal by the Finance Directorate and the most advantageous to the Council is selected over the specified period of time.

7.0 REASONS

- 7.1 The recommendations contained within this report will provide the Council with a modern fleet of Refuse Collection / Recycling / Grounds / Street Cleansing and Winter Maintenance vehicles, which would have the least environmental impact for those reasonably obtainable, whilst providing the flexibility needed to address future environmental issues.

APPENDIX OF FINANCIAL IMPLICATIONS

	Annual Rental	Lease Period	Expiry Date	Purchase Price 2008
1. NX 54 HJE RCV. 12t.	£20,173	4.0	Feb 2009	£87,000
2. NX 51 OFB Gritter 18t.	£9,189	7.0	Dec 2008	£68,000
3. NX 51 OFC Gritter 18t.	£9,189	7.0	Dec 2008	£68,000
4. NC 03 CNY Crew Cab Tipper.	£3,000	5.0	Sept 2008	£17,000
5. NL 53 CAU Crew Cab Tipper.	£3,000	5.0	Sept 2008	£17,000
6. NC 03 CKY Crew Cab Tipper+T/lift.	£3,000	5.0	Sept 2008	£22,000
7. NL 53 CAE Crew Cab Tipper.	£3,000	5.0	Sept 2008	£17,000
8. NC 03 CMY Crew Cab Tipper+T/lift.	£3,000	5.0	Sept 2008	£22,000
9. NC 03 CMK Crew Cab Tipper+T/lift.	£3,000	5.0	Sept 2008	£22,000

10. NC 03 CMV Crew Cab Tipper+T/lift.	£3,000	5.0	Sept 2008	£22,000
11. NL 53 BZH Crew Cab Tippers.	£3,000	5.0	Sept 2008	£17,000
12. Hired Transit Tipper.	£5,200	5.0	Hired	£15,000
13. Lewis Badger Grave Digging Machine.	£7,500	5.0	Jan 2010	£35,000
14. NJ 52 AWM Recycling Vehicle.	£5,500	5.0	Purchased	£27,000
15. NJ 52 AWN Recycling Vehicle.	£5,500	5.0	Purchased	£27,000
16. NJ 52 AWU Recycling Vehicle.	£5,500	5.0	Purchased	£27,000

The Annual Rental is **the current** cost. Future costs depend on purchase price, financing method and prevailing interest rates.

Due to SSAP21 it might not be possible to lease Gritters over 7 years (must have residual value of 10% at end of lease). Finance are checking this and get indicative rentals from our leasing advisors.